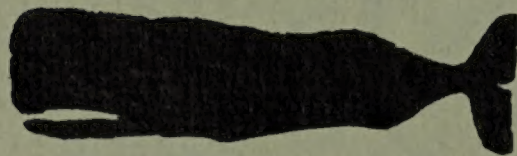




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Whaling
Collection



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JOHN T. PRINCE,
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Shut Sept 4th 90
19

Bark Oscar Mattapoisett

Capt Sanders

Benjamin F. Age North Galbmouth

Massachusetts

Cape Cod

List of Officers in the
Oscar

Benjamin F. Age

First Mate

Andrew Jackson, Second Mate

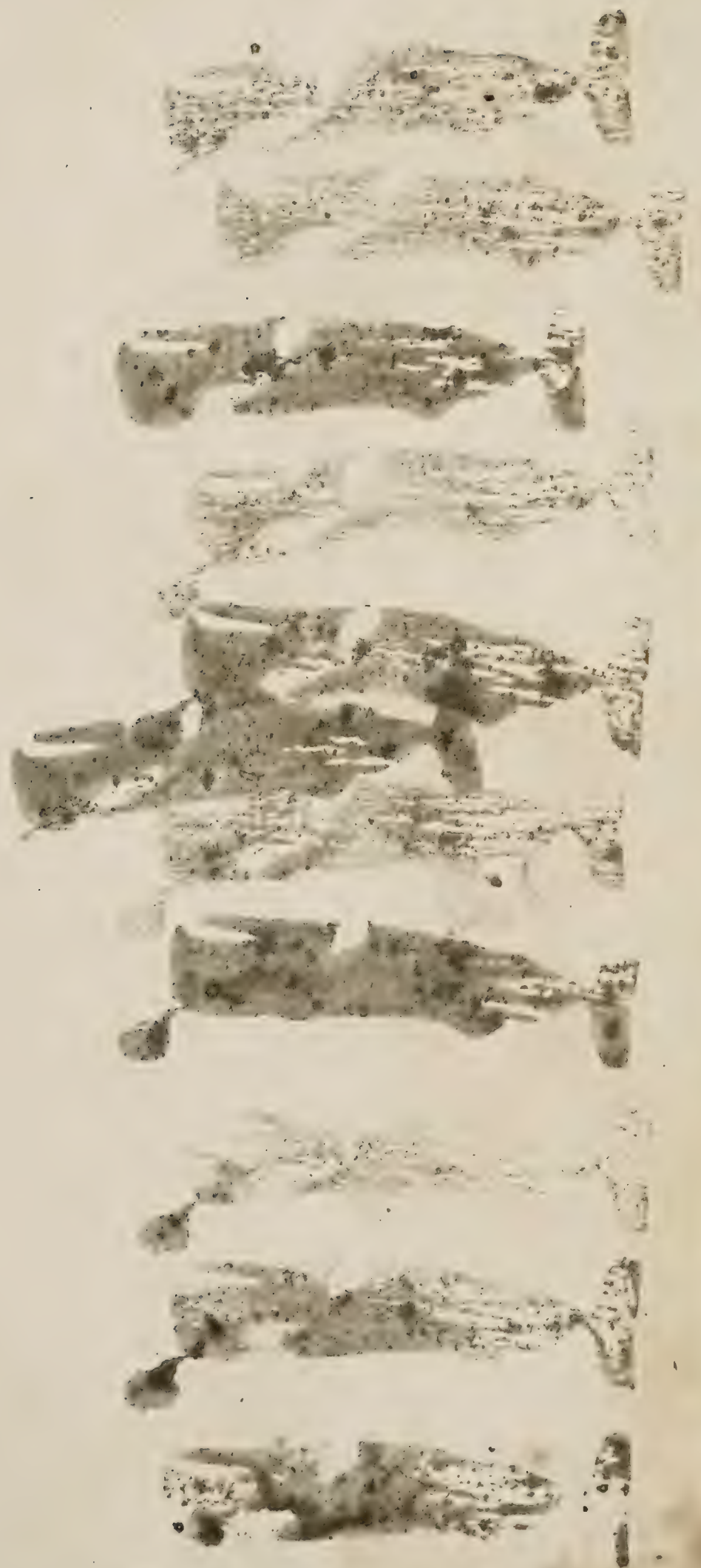
Samuel Davis, Third Mate

Joseph Foster, Fourth Mate

Miss Jones, Fifth Mate



George A. Bowman
West Haverhill Massachusetts
Bark



George A. Downman

Ship Journal. Bark. Washington. Port of New Bedford
Thursday Sep September 6th 1860
at 9 AM came on board the Bark. about 9.30 AM
got underway in company with the Ships Polar Star
and Milton and Bark Gardner. wind about N N W
beating out of the Bay all sail set. so ends this day

Friday September 7th 1860

these twenty four hours commenced with a fresh
breeze. all sail set beating out of the Bay. the Bark in
charge of the Pilot. at 2 PM commenced to lash to
anchors about 3, I think. the Pilot left us, steering
the Bark by the wind. at 4 PM headed S by E. wind
S W. all sail set. some of the men commenced to
grow seasick about this time. at 6 1/2 PM the
boats crew. manning the Starboard and Bow boats. crew
in the Starboard watch. and the Starboard Staircase
crew in the Starboard Watch. middle part moderate
latter part light. all hands on deck today filling the
boats and getting them ready. so ends. Lat 39 59 N
Long 69 24 W

Saturday September 8th 1860

this day commenced with a light breeze all sail set
steering S by E. employed in getting the boats ready for
hauling. at 3 PM. saw a School of Blackfish. at 4.30 PM
passed a spar standing nearly perpendicular in the
water. about 6 feet above the surface of the water (probably
the head of a vessels mast there being something under
water which resembled a vessels hull. at 4 PM wind quite
glazy look in for log cabin trail 9 AM air royal. at 5 PM
manned the S. S. G. sail set in order. in the
day in getting the boats ready. all hands on deck
through the day. three sails in sight. weather continues
beautiful. latter part moderate. Lat 38 46 N
Long 67 20 W

Sunday September 9th 1860

these twenty four hours commenced with a moderate
breeze all sail set steering S by E. two sails in sight
one of them being the Ship Milton of N. Bedford. at 4 PM
cleared up decks and washed up

²Remarks on board Bk Arashonles

Sunday September 9. 1860

at 8 AM. squared in about two points. wind S W by S.
at 7 AM. close down the M. royal. and the boatswains com-
mand stand mastheads on the main. middle and latter
part. much like the fore part. Lat 98° 09' N
Long 64° 19' W

Monday September 10th.

these twenty four hours commenced with a moderate
breeze all sail set steering S E $\frac{1}{2}$ E two sails in sight.
at 4 PM. caught a Albatross. at 10 AM. sent the cut. up
hannants. at 11 AM. hands on deck employed in ship duty.
at 12 PM. fresh breeze all sail set wind about N.
ends these twenty four hours Lat
no observation today Long 71

Tuesday September 11th 1860

these twenty four hours commenced with a fresh breeze
from the N W Eastward all sail set steering S E $\frac{1}{2}$ E
two sails in sight. employed in ship duty at 5 PM
took in Miz Mast staysail G. topsail flying jib &
J. I. G. sail at 6 PM. took in M. I. G. sail and double reefed
the topsails. at 8 PM. more moderate. at 9 PM. made sail.
employed in ship duty. latter part light. so ends

Lat 95° 55' North
Long 58° 50' West

Wednesday September 12th

these twenty four hours commenced with a light breeze
all sail set steering S E $\frac{1}{2}$ E wind from the N W E, two
sails in sight. steering the same as us. employed in ship
duty. middle part wind very unsteady coming from every
point of the compass. took in all of the light sails
at 4 AM. raining. at 6 AM. made all sail. at 8 a boat
came along side from the Port of para. Capt. Finney
a 11 fresh breeze at 12 took in the light sails and on
the latter part setting up the fore rigging. so ends

Lat
Long

Thursday September 13th 1860

these twenty four hours commenced with a fresh breeze
back under ~~double~~ ^{wholly} ~~top~~ ^{top} sails. at 2 PM finished

3
Capt. North. from New Bedford to Cape Cod 3

Thursday September 13th 1860

Setting up the Main topsail back stays. at 3 PM
slide down the topsails and put in a single reef in
them, two sails in sight, at 4 put in the Main sail
steering S E by E. middle part breeze constantly wind
about S. W. at 5 AM. in the Main sail. The Carpenter
employed in Ship duty and making boatsails.
latter part strong breeze so ends Log at 95.10 SP
Long 55.24 W

Friday September 14th 1860

this day commenced with a strong breeze ship under
single reefed topsails and courses. at 2 PM. turned
the reef out of the Main topsail and set the M. S. G. sail
one sail in sight, employed in Ship duty. at 6 PM
buck up the M. S. G. sail. at 8 PM single reefed the
Main topsail. middle part squally. at 9 PM turned the
reef out of the M. topsail at 10 set the M. S. G. sail. The
latter part of these twenty four hours the watch were
below it being the first week day that we have here
had a watch below since we left New Bedford
latter part raining. no observation to day.

Saturday September 15th 1860

these twenty four hours commenced with a moderate
breeze and steady rain. employed at the fore part in
reworking of the rail and bulwarks. at 3 took in
S. jib & M. S. G. sail. at 6 PM double reefed the topsails
and hauled the mainsail. at 6 AM. set the Main sail. in
single reefed topsails. middle and latter part much like
the first. at 11 AM. lashed a spare spare spar up to the
fore mast. so ends this day Log at 95.00 SP
Long 55.00 W

Sunday September 16th 1860

these twenty four hours commenced with a moderate
breeze and frequent squalls of rain Bark under single
reefed topsails. at 1 PM turned the reef out of the Main
topsail and set the M. S. G. sail and Flying jib
the Carpenter employed in making a line block
the Starboard watch employed setting up the

Remarks on board Bark Newsham's

Sunday September 16th 1860

up the Starboard main top was back stays at 4 PM caught
caught two Dolphins they being the first Dolphins that I
saw caught since I have been going to sea. at 6 PM took
in the light sails. at 8 AM set the light sails. middle and
latter part light air ship heading to the North & Eastward.
wind from the Southward & Eastward. to day the Officers
commenced to stand - mas heads. so ends Log at 35 24 21
Long 11

Monday September 17th 1860

these twenty four hours commenced with a light air
from the Southward and Eastward Part on the Starboard
at 4 PM took the main yard and lowered all
four boats to practice. the pulled as well as could be
expected the most part of them being green hands.
employed the latter part in ship duty. middle and latter
part much like the first. so ends Log at 36 24 21
Long 11

Tuesday September 18th 1860

these twenty four hours commenced with a calm
the Starboard watch employed in setting up the main
topmast & topgallant rigging. during the day caught
a number number of Dolphins & haul fish
at 5 PM. clude down the light sails and lowered the
boats and practiced the men in the art of pulling
at 9 PM. hoisted the light sails. middle part light air. latter
part moderate breeze all sail set. steering E S E. wind
employed the latter part working in the rigging, so ends
one sail in sight on point of the. (Log at 36 42 21
at how Long 11

Wednesday September 19th 1860

these twenty four hours commenced with a moderate
breeze all sail set steering E S E. wind about South
at 3 PM. passed a "H" Brig under short sail
steering the course. employed the fore part of this day
in setting up the Fore & Fore topgallant rigging. at 4 PM
the Carpenter put some battens on the yards

From New Bedford to Cape Cod Islands
Wednesday September 19th 1860

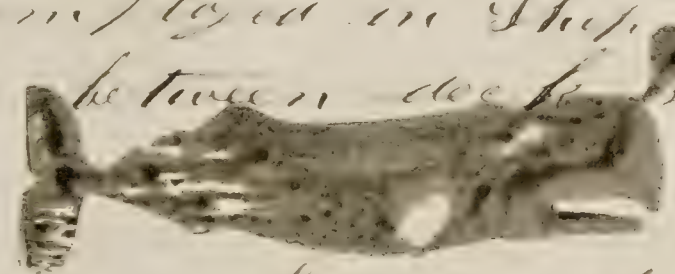
middle and latter part fresh breeze. at 4 PM. heeled in the water. wind about S.W. employed the latter part making out the run and slowing some of the boys in the sail. at 11 AM. haul equal sail in mainsail S. I. G. sail & flying jib.

Thursday September 20th 1860

these twenty four hours commenced with a fresh breeze from the North & Westward. steering S. E. with Main topgallant sail set. at 1 PM. broke out Yellow & Molasses at 6 PM. saw a Black Fish. middle part strong with squalls. & took in Main royal & fore topgallant sail. at 10 PM. took in Main topgallant sail and double reefed the fore topsail. at 2 AM. set the M-sail & jib. at 6 turned ^{one} reef out of the fore topsail & set the M I G. sail & flying jib. one sail in sight. at 8 AM. set the S. I. G. sail, employed in ship duty. steering middle & latter part S. E. by E. wind about N. E. so ends these twenty four hours Lat 35.52 N Long 45.25 W

Friday September 21st 1860

these twenty four hours commenced with a fresh breeze S. & Main topgallant sail set steering S. E. by E. wind about N. E. middle part strong breeze. took in the lighter sails at daylight moderate breeze made all sail. latter part calm. employed in ship duty at 1 PM. put out water from between decks. so ends Lat 35.52 N Long 45.25 W



Saturday September 22nd 1860

this day commenced with a calm at 1 PM. raised Blackfish board all four boats in chase of them chased until 5 PM. and then gave them up and came on board. at 2 PM. the Bark hauled up the topgallant and slued down the top sails. at 5 small sail foreward at 6 made sail on the main middle part moderate breeze at about 1 PM. hauled the three to board boats after Sperm Whales ⁶⁰ the S. B. struck the boat after being past him. about three hours

Remarks on board Bark Arrowhead Sept 22

Saturday September 22nd 1860

The Whale showing no chance for another boat to strike nor no chance to get up to kill him. The Whale was called about 50 or 60 barrel Whale. latter part strong breeze all sail set working the Bark to the windward. Lat - 35 25 N
Long 112 35 W

Sunday September 23rd 1860

these twenty four hours commenced with a fresh breeze all sail set steering by the wind. wind about ^{SSE} employed in Ship duty. at 6 AM took in the light sails and single reefed the topsail. middle part strong breeze. heeling the ship to the windward. the King ship every few hours. nothing worthy of notice through the remainder of this day Lat -
Long

Monday September 24th 1860

these twenty four hours commenced with a fresh breeze Bark under single reefed topsails. at 1 PM. set topgallant sails over single reefed topsails and flying jib. According to all accounts the latter part of this sea day will be the commencement of the Twentth Fifth ^{Day} (Bath day). at 6 AM took in the light sails. wind ^{SSE} middle part moderate latter part light at 6 AM made all sail. wind about SE Bark heading about E by N. two sails in sight. Lat 37 40 N
Long 112 25 W

Tuesday September 25th 1860

these twenty four hours commenced with a light breeze all sail set steering by the wind Starboard tack aboard, wind SE two sails in sight. employed in Ship duty. at 4 AM we down the Fore Topsail and shortened the hoist of it about one foot. middle part much like the first part latter part calm. so ends these twenty four hours. Lat -
Long

Saturday September 26th 1860

these twenty four hours commenced with a calm employed in paying the Fore Topsail. at 1 PM. sent up the Fore topsail at 4 PM the Second Mate (Mr. Hamblin) made a ball of seizing stop

Captain M. A. L. From New Bedford to
Saturday September 26 1860

at 6 AM. sent down the Main topsail and cut up the
head of it: at 11 sent it aloft again. and sent down
the mainsail. one Sail in sight. middle and latter
part much like the fore part. Lat
Long

Thursday

Thursday September 27th 1860

commenced with a calm. employed in shortening
the mainsail. at 4 PM. sent it aloft. one sail in
sight. Note about one third of the crew is ailing
some with one thing and some with another.
and I make one of the number I have a sore
on my Left hand probably have caught cold in it
middle and latter part much like the fore part
employed the latter part in backing out the fore
hole and stowing the chain from between decks
down in the lower hole. Lat
Long

Friday

Friday September 28th 1860

these twenty four hours commenced with a light
air one sail in sight. employed the fore part in
backing out the fore hole. at 1 PM. Six sails in
sight. middle and latter part much like the
fore part. employed in ship day. Lat 96 57 N
Long 94 15 W

Saturday

Saturday September 29th 1860

these twenty four hours commenced with a calm
Six Sails in sight employed in ship day. middle
part light air latter part moderate breeze all sail set
stowing on the wind. heading N by E wind S by E at 11:30
AM. a boat came along side of us from the (French)
Bark Neptune. after Paints. she being from Gaudet
bound to Marsell. with a load of Hides. so ends this day
Lat 97 29 N
Long 96 29 W

Sunday September 30th 1860

this day commenced with a moderate breeze all

Remarks on board Bark. Awaschenki

Sunday September 30th 1860

all sail as steering by the wind. employed in ship duty
wind from the Southward. at 11 AM. lowered the three starboard boats
after black fish chased them about one hour and then came along
side. Note. It is seven years to day that I sailed on my first voyage
at 28 20 N 95 11 W

Monday September October 1st 1860

this day commenced with a moderate breeze all sail
as steering by the wind. ship heading to the S. E. wind
from the Southward. Five Sails in sight from a lofty
middle part squally. at 10 PM. took in fore topgallant sail & gaff
topsail. at 6 AM strong breeze double reefed the top sails. at 8 AM
took in the jib. at 11 PM passed a schooner sailing. latter
part strong breeze. ~~several~~ ship heading to the Eastward
wind from the S. E. Lat 28 20 N Long 95 11 W

Tuesday October 2nd 1860

this day commenced with a strong breeze Bark
under double reefed topsails. five sails in sight. middle
part much like the fore part. latter part more moderate
employed the latter part braking out the after hole

Lat 28 30 N

Long 98 41 W

Wednesday September October 3rd 1860

this day commenced with a strong breeze Bark under
whole main topsail and reefed fore topsail at 3 PM
made sail. at 6 PM took in the light sails and reefed
the topsails. middle and latter part fresh breeze and
frequent squalls, ship heading to the Eastward by compass
wind about S. E. employed in ship duty. Lat 29 32 N
Long 92 32 W

Thursday October 4th 1860

this twenty four hours commenced with a fresh breeze
Bark under reefed topsails, at 2 PM took in the
jib and Spanker, at 5 set them again
middle part squally, latter part more moderate at 6 AM turned
the reefs out of the latter part

Captain Martle from New Bedford for Cape Verde
Thursday October 4th 1860

at 6:30 AM - gained with the Bark Trope Bird Cape Verde
500 barrels 6 months out - 48 hours from the Western Islands. wind
about S S E. Bark heading S W by compass. Lat
Long

Friday October 5th 1860

these twenty four hours commenced with a moderate breeze
Bark under whole topsails at 2 PM set Main topgallant sail and
Flying jib, wind about S E Bark heading S S W. by compass
one sail in sight, employed in Ship duty, middle and latter
part much like the fore part, - middle part bark headed
S. latter part steering S E. Lat - 26 50
Long 32 50

Saturday October 6, 1860

these twenty four hours commenced with a moderate
breeze all sail set steering S by E by compass employed
in Ship duty. at 4 PM broke out fresh water, middle part
moderate latter part light. Bark headed sharp on on the
Starboard tack wind about E S E. Lat
Long

Sunday October 7th 1860

this day commenced with a light breeze all sail
set steering by the wind, wind from the S S E
the crew employed most of the day in mending
mats. for chafing gear. Note we raised a sail at the
commencement of this day of the lee bow and at 4 PM the
bow about two points abaft the lee beam, and so that
makes one sail that we have beat fair play,
middle part moderate, latter part fresh breeze
sail set - heading the S S W. the middle part - latter part made
to the Larboard at 10 AM found a large Ship on the off shore
tack, so ends this day
Lat - 24 48
Long 31 12

Monday October 8th 1860

these twenty four hours commenced with a fresh
all sail set. Bark close haul wind about E S S E.
at 3 PM tacked Ship and stood to the S S W. at 6 PM tacked
again and stood to the

Remarks on board Bark *Aurashon* Capt. *Marble*

Monday October 8th 1860

middle and latter part wind very unsettled, latter part steady rain - so ends this day

Lat -

N

Long

W

Tuesday October 9th 1860

these twenty four hours commenced rather squally with rain the watch employed in scraping decks (scraping of the Pitch) middle and latter part light air } Lat - N
at 11 PM hove to after blackfish } Long West

Wednesday October 10th 1860

these twenty four hours commenced with a light air, three hove to after black fish the Harbour & Fair had both caught one, middle part moderate latter part fresh steering S by E at 4 PM broke out Bread and water.

Lat - 31 40 N

Long 30 50 W

Thursday October 11th 1860

these twenty four hours commenced with a fresh breeze all sail set steering S by E, wind about E by S at 10 PM one sail in sight from aloft, middle and latter part much like the first employed the latter part boiling Black Fish. Lat - 29 15 N
Long 29 30 W

Friday October 12th 1860

these twenty four hours commenced with a fresh breeze all sail set steering by compass, wind E by S employed the same boiling Black Fish. at 2 PM sent the Mainmast and Mainmast stay up aloft and bent it, at 4 PM set it, we are now surveying the old Bark right along, carrying the Royal night when she will cover it, at H

11
From New Bedford To Cape Cod Island
October 1866

Under Saturday 13th 1866
Commences with a fine breeze from ESE
under all sail steering S by E employed
in ships duty Mr Roman taken very
sick and threatened with a fever so on the 13th
1866

Lat
Long

Sunday 14th
Commences with a fine breeze from the ESE
under all sail steering S by E. Mr Roman
lost part of the same day and this day
Lat 24 18
Long 26 31

Monday 15th
Commences with a fine breeze from ESE
under all sail steering S by E. Mr Roman
much better

commenced with a light breeze, all sail set steering
to the S W. middle and latter part - nearly calm
employed in ship duty. during the middle part - back
-aback part of the time I have now got so as to be about
although very weak. at daylight - made land St. Antonio
one of the Cape Verde Islands. Lat 17°
Long 25° W

Friday October 19 1860

commenced with a calm at 6 PM - moderate breeze all
day - set steering by the wind ship heading to the S W.
wind from - most all part of the compass - through the
night. at daylight - looked and stood in store I shore
but could not find - the place we was at - the night before
latter part - fresh breeze. one sail in sight. Lat $17^{\circ} 12'$ N
Long $25^{\circ} 38'$ W

Saturday October 20 1860

commences with a fresh breeze at 4 PM took in the
fore top sail, two sail in sight, commenced with to
-night to stand watch. middle and latter part - moderate
breeze. Back on the wind. heading to Eastward
of South. wind from ESE to SE. during the
night a very heavy dew fell. probably caused by
us being so near the land. Lat $15^{\circ} 38'$ N
Long $24^{\circ} 46'$ W

Sunday October 21 1860

this day commenced with a light breeze, heading
to the S E, at 3 PM squared in the yards steering
S W, all sail set. at 6 PM took in F I Sail and F I
and handed the mainsail at 8.30 PM. kept to the wind
with the head yards aback on the larboard tack at
1 PM were ship at 6 PM. kept of before the wind and
made sail. the weather being very thick and much
at 10 kept to the wind. having run by the land and
not seen it (the island of Brava) one sail in sight.
Lat $14^{\circ} 42'$ North
Long $24^{\circ} 35'$ West

Cape De Vries Islands

Monday October 22

these twenty four hours commenced with a moderate breeze all sail set steering on the wind, air very thick and smoky, at about 3 PM raised Land (Bravo) on the weather beam at 4 PM nearly calm, middle and latter part light air, at 8 AM lowered the Starboard boat and the Captain and his Wife went ashore. at 3 PM
Lat 14° 50' N

Tuesday October 23rd 1860

commenced with a light air, Barke laying off and on the Island of Bravo, the Starboard boat ashore, at 3 PM stood close in to the Land. but did not see our boat, but saw a shore boat pulling along the Land at 4 wore Ship and stood off Shore. at 7, 20 the boat came along side from the Island, middle and latter part much like the first, employed the latter part, making our Recruits and Flour, at 9, 30 AM the Starboard boat went ashore, carrying some trade, the Captain & Wife ashore having been ashore all night - Lat 14° 50' N

Wednesday October 24th 1860

these twenty four hours commenced with a light breeze all sail set, at 2 PM lowered the Main & Bow boat after Black fish but without success, one boat ashore, on the 23 sent two men ashore and gave them their discharge, on the account of sickness one of them a boatsteerer by the name of Mike (S) and the other a Seaman by the name of Ira Hopkins (American). at 6 PM the boat came from shore bringing the Captain and his Family, and Five & 1/2 port Seamen and one boatsteerer, at 4 AM each Boathead took one of the 1/2 to his boat - employed the latter part making out the After hole after corn but did not find any
Lat 14° 50' N
Long 77°

Remarks on board Bar^t Anawhank
Thursday October 25th 1860

these twenty-four hours commenced with a fresh breeze
all sail set, steering S by E, employed the fore part making
out the After hole after Corn but did not find it, middle
and latter part much like the fore part, employed the
latter part making out the after hole and coopersing the
Flour, and looking for Corn, seeds, Lat 11.28 N
Long 22.59 W

Friday October 26, 1860

these twenty-four hours commenced with a fresh breeze all
sail set, steering S by E, wind E by N, employed making
out the After hole, looking for Corn, middle and latter part
moderate breeze, employed the latter part making out the
fore hole, and coopersing the Bread & Flour, all hands on
deck, one sail in sight Lat N
Long W

Saturday October 27th 1860

commenced with a moderate breeze all sail set, steering
the wind heading about S, wind E by S, employed making
out the fore hole and coopersing the Bread & Flour, all
hands on deck, latter part employed making out the
Main hatch, this day has been exceeding warm, latter
part calm two Sails in sight - one a Brig (a Whaleman)
at 2 PM, covered up, black fish the Thais boat, crew & one
boat the iron drew, and after shot one but he sunk,
Lat N
Long W

Saturday Sunday October 28, 1860

commenced with a calm two Sails in sight, employed
making out the Main Hatch and coopersing the Bread &
Flour, at 4 PM lowered after black fish but without success
middle and latter part moderate breeze steering to the fore
Lat 8.29 N
Long 21.56 W

Sunday October 29th 1860

commenced with a moderate breeze all sail set
steering S by E, compass, five Sails in sight, employed the

15
Sawm. Camp near to Sixton & Mountain
Monday October 29th 1866
the latter part making one between the 65 and 60^{ing}
the east of Bread & Sails. middle and latter part equally
Low

Tuesday October 30th 1866
This day commenced with a moderate breeze and
frequent squalls of wind and rain. Employed the
fore part - brasting out between decks, Five sails in sight
from aloft - middle and latter part much like the fore part
Lat
Long

Wednesday October 31st 1860
commenced with a light breeze and frequent squalls. all
sail in sight set employed in ship aug. so ends this log
6.25 PM

Thursday, Nov 1st
Commences with very light breeze and squally
breezing to S. under all sail. Squally rain in
the afternoon. As a storage for our
the other foremast made and latter part
much like the fore part, two sails in sight
Lat 31.26
Long 21.24

Friday Apr 2nd 1860
commenced with lighter-buflin air (all
sail set steering to the Southward) with
frequent squalls, two hauls in sight, captured
in this duty, in middle and latter part much
like the first, so so ends this day Lat 41° 24' N
Long 22° W

Saturday Nov 3rd 1860
 The day commenced with a moderate breeze
 at sea we steering to the Southward, at 12 P.M.
 we raised Dutch Brig steering to the Northward
 and after a short time we were again
 at sea
 Lat 24° 48'
 Long 29° 48'

Trusts on board of the S. S. 112 A. S. Hamble

Sunday November 4th 1860

commenced with light-breeze ship heading to the Southward and Westward, middle and latter part much the same, so ends this day.

Lat
Long

Monday 5th 1860

this day commenced with light-buffing wind with frequent squalls of rain, ship heading to the Southward and Eastward - most of the time, middle and latter part much like the fore part.

Lat 44° 0' N
Long

Tuesday November 6, 1860

these twenty-four hours commenced with a fresh breeze all sail set steering on the wind, heading on the wind, wind from the Southward and Eastward, Bark on the Starboard tack. Three sails in sight - employed in ship duty, the ^{Officers} commenced to go to stand mastheads regularly, at 6 AM tacked ship and stood to the Eastward, middle and latter part much like the fore part.

Lat 44° 49' N
Long 94 44

Wednesday November 7th 1860

commenced with a fresh breeze all sail set steering to the S. S. W. wind about S. S. E. employed in ship duty, middle and latter part, much like the fore part.

Lat 66.30
Long 96.08

Thursday November 8th 1860

commenced with a fresh breeze all sail set steering to the wind, heading S. S. W. wind S. S. E. one sail in sight - employed in ship duty at 2 PM. sent fore & main, Topsail, middle and latter part much like the fore part, so ends

Lat 91.30
Long 98.26

Friday November 9th 1860

these twenty-four hours commenced with a fresh breeze from the S. S. E. Bark heading about S. W., all sail set employed making Spungarn

Wm. Shaw's New Bedford John Smith Master
Friday November 9th 1860

at 10 AM. sent down the main log sail and
and put on some pieces it having been sprung
and shortened the sail.

Lat 41 55

Long 28 47

S

W

Saturday November 10th 1860

commenced with a fresh breeze from the S E
employed shortning the main log sail. at 2 PM
sent the yard aloft and cross it, at 3 PM sent the
log sail. mid and latter part much like
the fore part. employed the latter part capping
and seizing of the fore rigging, so ends

Lat 41 40

Long 28 40

S

W

Sunday November 11th 1860

commenced with a strong breeze from S E
capping M. S. G. sail. steering S. employed the
fore part braking out water. mid and latter
part much the same

Lat 40 25

Long 28 28

S

W

Monday Nov 12th 1860

commenced with a strong breeze steering to the
wind, wind about E. S. E. heading about S. at 11 AM
raised braces called them gunners, at 11:30 AM
hooked the Dutch Dutch Bark Telegraph from
Amsterdam (Holland). bound to Melbourn (Australia)
employed the latter part braking out provisions
and in ship duty.

Lat 39 36

Long 28 04

S

W

Tuesday November 13th 1860

commenced with a fresh breeze all sail set steering
to compass wind E S E. no sail in sight employed
in ship duty at 10 AM sent two over board in
order to take out the kinks. mid and latter part
much like the fore part

Lat 38 02

Long 27 52

S

W

14
Remarks on board Bark *Atwasponks*
Wednesday November 14th 1860
commenced with a fresh breeze all sail set steering
about S. wind about E. S. E. at 4 PM coiled my line one
sail in sight (a Dutch Bark) in the forenoon

S. E. wind & E. seas Lat 17 44 S
Long 96 28 W

Thursday November 15th 1860

commenced with a moderate breeze all sail set
steering S. E. wind E. S. E. fore sails in sight
middle the latter setting up the main rigging at 11 AM
saw several white waters but I believe they were
red and latter part much like the fore part
the weather commenced now to grow quite cool during the
night, so ended these twenty four hours. Lat 19 41 S
Long 95 24 W

Friday November 16th 1860

these twenty four hours commenced with a fresh breeze from
the North running with nearly square yard. course S. E.
middle the fore part setting up the fore top masts back stays
at 1 PM broke out water middle and latter part much
like the fore part employed the latter part setting up
the fore top masts rigging. so ended

Saturday November 17th 1860

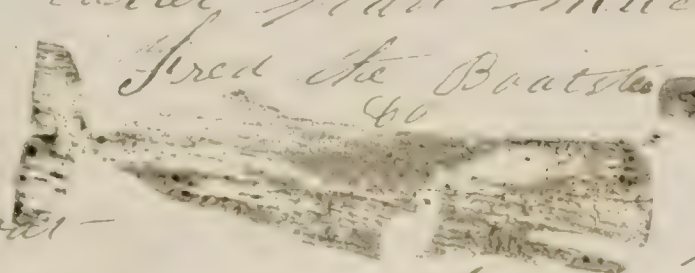
commenced with a moderate breeze all sail set
steering by the wind. heading S. E. wind S. E.
the fore part raining. employed in ship duty, at
10 AM set the upper cutting blocks aloft at 11 AM
made ship and stood for the S. W. middle and
latter part fresh breeze and a very heavy swell from
the S. W. so ended these 24 hours. Lat 21 05 S
Long 95 14 W

Sunday November 18th 1860

commenced with a fresh breeze all sail set steering
on the wind. heading about S. W. wind S. E.
middle part heading more to the Southward. latter
much like the fore part. Lat 21 05 S
Long 95 14 W

18
With Atlantic Ocean November 19th 1860

Monday November 19th 1860

This day commenced with a fresh breeze from a S. E. all sail set steering by the wind heading about S. W. the clouds have been in sight ever since the fourteenth of this month they have about middle and latter part much like the fore part. at 5.30 A.M. fired the Boat gun raised a Sperm Whale.  Toward the Starboard & Bow boat - pulled about 3 miles to the windward and then gave him up. I think that the Bark galled him before daylight two sails in sight from aloft. latter part ship working to the windward. so ends this day. Lat 25.94 S Long 25.45 W

Tuesday November 20th 1860

then twenty four hours commenced with a fresh breeze from the S. E. all sail set steering S. W. one point for working the Bark to the windward under short-tacks looking sharp for a Sperm Whale. at 5 P.M. squared the yards in about one point steering S. middle and latter part much like the fore part employed in ship day. one sail in sight so ends this day. Lat 26.46 S Long 26.49 W

Wednesday November 21st 1860

commenced with a fresh breeze from the N. E. all sail set steering S. E. by compass. at 5 P.M. broke our Molasses for the men foreward. middle and latter part much like the fore part. employed in ship day.

Lat

Long

Thursday November 22. 1860

commenced with a strong breeze all sail set steering S. E. wind from the N. at 4 P.M. saw a Gannet (A. L. L. - a large Bird) at 7 P.M. tried on my gun and in the pocket I found some Baby Furmitia viz. a nightcap a bib and a little Smock. middle and latter part much like the fore part employed in ship day. the weather, Lat 27.29 is quite thick and hazy. hazy. Long 27.94

26
Remarks on board Bark Accashon etc.

Friday November 23rd 1866

commenced with a fresh breeze from about NNE. all
sail set steering SSE. weather thick and hazy, during
the fore part of this day Mrs Marble enlarged My Life Preserver vest
it being too small before. middle and latter part much like
the fore part. employed in Ship duty Lat 34⁴⁰ N
Long 19⁴⁷ W

Saturday November 24th 1866

these twenty four hours commenced with a fresh breeze
from the NNE. steering SE by S. all sail set. employed the
fore part clearing up the fore hold and putting things
to rights. at 3 PM. passed through right Whale feed, and saw
a few Birds during the day. at 7 PM. shortened sail, weather
thick and hazy. middle part much like the fore
part. employed in Ship duty Lat 35⁴¹ N
Long 17²⁴ W

Sunday November 25th 1866

these twenty four hours commenced with a fresh breeze
from the NNE. steering SE by S. at 7 PM. shortened sail
purling the fore topsail and double reefed the M
left to on the Starboard tack heading SSE. middle
squally with rain, standing by our watch during the
night. at 5 AM. wore ship and re-stored the fore
topsail and set it. at 10 AM. wore in
middle part fresh gale from the SSE.
no observation to day. Four Years to day since I sailed in the
Ship Sharon of Fair Haven

Monday November 26th 1866

commenced with a fresh gale from the SE
Bark heading to the SE by N. under a close reefed
main topsail and staysails at 6 PM. put on the
hatch bars and hoisted up the Bow & Waist Boat
at 7 were ship heading to the NNE. at 6 PM. raised
the boats on the sea. beam hauled them Right. Whales first caught
all hands, but they turned out to be Finbacks. at 8 AM. set
a close reefed fore topsail. latter part more moderate and
these twenty four hours. no observation to day Lat 36¹⁴ N
Long 16⁵⁶ W

21st Day (up) Red to Vistan & Meartha

Tuesday November 7th 1860

commenced with a moderate gale from the N. by E. Bark under close reefed topsails, and 1st topsail at 11:30 AM took in the Fore Topsail and hauled it at 6 PM in the fore topsail. latter part - more moderate.

Lat 36 36 N 19 W

Long 161 09 W

Wednesday November 9th 1860

commenced with a light gale from N. by E. heading to the E. Bark under close reefed topsails and 1st topsails. at 3 PM set the Foresail, employed in ship duty. at 6 PM took in the Foresail. at daylight set double reefed topsails jib and main sail. latter part - moderate breeze, strong Lat 36 40 N

Long 140 2 W

Thursday 29th 1860

commenced with a fresh breeze ship under double reefed topsails courses and jib sailed about N. by E. the fore part steering S. at 3 PM. kept to the wind heading N. by E. at 7 PM shortened sail. this night we made four watchful watch three hours long. at 6 AM set double reefed Fore Topsail & Foresail. Bark heading about West wind from the N. by W. at 11 took in the Foresail. so ended this day with a fresh gale, no observations.

Friday November 30th 1860

commenced with a fresh gale from N. by W. to N. Bark on the Starboard tack. at 4 PM hoisted the Fore and Waist Boat up on the upper cranes. at 7 the starboard boat. at 2 PM took in the Fore Topsail and packed it. middle part much like the fore part. latter part moderate breeze steering N. E. with main log down. set - employed in ship duty.

Lat 36 45 N

Long 14 48 W

Saturday December 1st 1860

commenced with a moderate breeze N. by E. sail set steering to the N. by E. at Sundown shortened sail. middle part light breeze at daylight moderate.

Lat 2 10 N, Long 19 34 W

²³
Remarks on board Bark Awashtonke

Sunday December 2nd 1860

these twenty four hours commenced with a light air. all sail set steering by the wind. at 2 PM saw a school of black fish going quick to the windward at 1 PM shortened sail. middle part calm. latter part light breeze. latter part steering E S E. wind about N. E. at 96 85 & Long 19 29 N

Monday December 3rd 1860

these twenty four hours commenced with a light breeze from the N. W. all sail set steering S. E. by compass at 1 PM. raised land, the (Tristram's Bay) distinct. middle and latter part moderate breeze, at 7 PM shortened sail at 9.40 AM made all sail steering for the island, one sail in sight being off and on the Town. Long 9 49 & Long 11 49 N

Tuesday December 4th 1860

Commenced with a fresh breeze all sail set steering to the S. E. wind from the N. W. at 1 PM the Starboard boat went ashore. the Captain & his wife going ashore. at 8 PM Captain Hathaway of the Ship Mary Frazer of N. S. came aboard and stayed a short time. four months out of the Spring. had seen Whales 9 times since leaving home at 6 PM the boat came from shore bringing one sheep three Geese and a young dog Dog at 7 strong breeze doubtless reefed the topsails. heading about E by N the middle part wind at 4 PM S. E. at daylight set whole topsail courses and flying jib at 11 PM took in the flying jib and went after the fore topsails. latter part strong breeze one of

South Atlantic December 5th 1860

Wednesday December 5th 1860

Commenced with a fresh breeze. at 2 PM double reefed the main Topsail at 1 PM laid her to under a close reefed main topsail. middle part strong breeze latter part calm. all sail set steering by the wind wind N.W. a great quantity of Fin Backs in sight

Lat - 26. 20

South

Long 90. 26

West

Thursday December 6. 1860

these twenty four hours commenced with a light air from the North, all sail set, the Ocean appears to be alive to day with Fin Backs. at 7.10 PM saw a school of Black Fish. were ship and standing to the Westward. at daylight the Fore sail and jib. latter part strong breeze and thick fog. so ends these twenty four hours. no observations

Lat

S

Long

Friday December 7th 1860

these twenty four hours commenced with a strong breeze from N.W. ship under double reefed the topsails Fore sail and jib. at 7 AM took in the Fore topsail Fore sail and jib and were ship standing to the N.E. at 10 AM were ship and standing to the Westward. middle and latter part thick fog. at 6 AM. saw the jib & Spanker. saw a number of Fin Backs going quick to the Southward and Eastward, so ends, Lat

Long

Saturday December 8th 1860

these twenty four hours commenced with a strong breeze from the N.W. heading West. under double reefed. main topsail jib & Spanker. at 1 PM set a double reefed Fore topsail at 7 PM were ship and standing to the N.E. heading N.E. at 12 Midnight were ship and close reefed the main topsail at 12.30 PM were ship and again. middle and latter part moderate breeze and thick fog. wind N.W. Lat

S

Sunday December 9th 1860 Long

commenced with a moderate gale from N.W. and fog. Part under close reefed main topsail and staysails. Bark heading about N.E. by compass on the Starboard tack

Remarks on Board Bark *Washington*. Capt. *Marble*
 Sunday December 9th 1860

middle part fresh gale latter part strong breeze. at 6 AM set
 a double reefed topsails. steering East by compass *Lat* 36.0
Long 115.00

Monday December 10th 1860

These twenty-four hours commenced with a strong breeze from
 NNE. *Bark* under double reefed topsails. steering East by compass
 at 7 PM shortened st sail and luff to the wind heading NNE
 at 8 PM made sail steering to the S E. middle and latter
 at light breeze. all sail set. *Lat* 35.40 *S*
Long 7.7 *W*

Tuesday December 11th 1860

This day commenced with a light breeze from S E. at 10 AM
 at steering to the Southward & Eastward. plenty of Fin backs
 in sight but not a sign of a Right Whale to be seen,
 and not so much as a tail. at night shortened sail begin
 grow somewhat discouraged. in not having caught a Whale.
 Three months out clean. middle and latter part much like the
 fore part so only latter part strong breeze *Lat* 35.58 *S*
Long 5.14 *W*

Wednesday December 12th 1860

Commenced with a strong breeze all sail set steering to the
 wind about NNE. at 6 PM broke out a catch of bread
 and butter shortened sail and luffed to the wind. at
 daylight set main top and tail sail. steering S E
 middle and latter part much like the fore
Lat *S*
Long *W*

Thursday December 13th 1860

Commenced with a strong breeze from the
 NNE. steering S E. with main top and tail
 set at sundown shortened the sail run
 running during the night with double
 reefed topsails. standing whole watches.
 middle and latter part much like the fore
 part strong breeze and thick. at 7 AM broke out
 and out of the main hatch *Lat* *S*
Lat *W*

Tristan Bright Hall Ground. Bound to the S. & E.
Friday December 14th 1860

These live my four hours commencing with a fresh breeze
from about S. E. Bark heading to the Eastward at 1.30 PM
lowered after Black fish chased them about 1 1/2 hours and
then came aboard at trailing & thick fog. at 4.15 PM raised
a large Frenchman on the wind under sheet sail. at 4.30
raised a bark three points on the weather bow at 7.30
stook and gamen with the Bark Fallen Left Brail
(lat Ma. her) 200 Yarn 14 months out. had seen her
three whales on this ground this season and they were
quick to the windward. saw many more but saw none
from here. one week ago. The vessel which I had for
Edward H. Hoyle I send on board of this Bark as she
expected to see the India. and as I have given up the
last chance of seeing her as we are bound up of the ground
latter part wind about S. E. Bark on the Starboard tack
so ends. there twenty four hours Lat 36. S
Long 145.9 W

Saturday 15th 1860
commenced with a strong breeze Bark under
whole topsail courses & spit. wind about E. S. E. the
Bark heading about N. E. middle and latter part
moderate breeze. so ends Lat 34.25 S
Long 146. W

Sunday December 16th 1860
this day commenced with a logalantail breeze
from the Southward and Eastward Bark heading
to the N. W. & E. at 1 PM rigged a Ransons rope
middle and latter part fresh breeze at 10 AM tacked
ship and stood to the S. & E. at 11 took in the
S. & E. sail. one sail in sight. Lat S
Long

Monday December 17th 1860
commenced with a fresh breeze from S. E.
Main logalantail all ship heading S. W. and S. E. S
middle part squall took in some of the
light sails. latter part moderate. so ends this day
Lat S
Long

Remarks on board Bark Accashonki Captain Marble
Tuesday December 18th 1860

this day commenced with a moderate breeze from the S & E
Bark heading to the Southward & Westward. middle part heading
to the S & E later part heading S by E. later part heading S by E
saw one Shark. and some Ranpoises in sight Lat 35 26 S
Long 20 40 E

Wednesday December 19th 1860

commenced with a light breeze all sail set steering S by E
wind N.E. by N. at 5 PM saw a sail of the starboard beam middle
and latter part much the same. wind latter part about
N.E. employed making

head-gripes for the boats

Lat 36 27 S
Long 40 48 E

Thursday December 20th 1860

commenced with a light breeze from the Northward steering
S & E by compass. employed making boat-gripes at 4 AM
braced up. middle and latter part much like the fore part

Lat 36 40 S
Long 61 13 E

Friday December 21st 1860

commenced with a light breeze from the N.E. all sail set steering
S & E. at 8 AM raised some ring of a Whale. the starboard
boat went down at 4 PM. saw nothing while in the boat
(or rather from the boat). but I believe it proved to be
a Right Whale. when we along side at 5.30 PM the whale
was about four miles to the windward of the Bark. at 6 AM
down look in the light sail at 5.45 AM all sail
and raised Right Whales at about 5.45 AM
toward the Starboard & Bow boats the Starboard boat
struck and killed a Whale took him along
side at 6.30 AM. middle and latter part a pleasant
breeze. so was this day with beautiful (Whale day)
Whale weather. and a number of whales in sight
the first Whale was raised by Taylor (a forward hand)
latter part employed cutting

Lat
Long S
E

Saturday December 22nd 1860

commenced with a light breeze from the N & E
employed cutting a Right Whale several Whales in

24th of Island Runia. South Atlantic December 22

sight. and also one Sail finished cutting at 3 PM. as sundown took in the light-sail. and stood by watches the Starboard Watch taking the first watch out. middle part moderate. latter part fresh breeze from the NW at 3 AM lowered two boats (S & B) but without success. at 7 AM double reefed the topsails. at 11 took in the Fore S. Sail so ends these twenty four hours. in PM commenced to boil

96.40

01.15

Sunday December 23rd 1860

these twenty four hours commenced with a fresh breeze, two sail in sight. after dinner lowered the Starboard & the Boat on the right side but were gone them up at 1 PM. at the fore topsail middle (and latter) part moderate. latter part light employed boiling. in the PM signalled a Bark cutting called it the Sagoda. and during these twenty four hours we passed her twice, once in the night almost within speaking distance.

96.22

6.0

Monday December 24th 1860

these twenty four hours commenced with a light air. employed boiling on sail in sight. at 3 AM cooled down (finished boiling) - at 6 AM commenced to break out and stow down the oil. putting the oil in the ground tier. at 11 AM fresh breeze double reefed the Fore topsail. so ends this day.

Lat
Long

of
Chart

Tuesday December 25th 1860

commenced with a strong breeze. Bark under whole main topsail. reefed S. Topsail. Fore sail & Jib at 1 PM. double reefed the main topsail at 3 PM took in the Jib. Fore topsail and foresail. at 7 close reefed the main topsail. took supper and set the watch. dividing them into four. At 6 on Christmas Eve I hung up my stocking. & where I received several little (pleasant) presents. middle and latter part fresh breeze from the Southward & Westward

Lat
Long

S
E

Remarks on board Bark Hecathorn, Cape Barth

Wednesday December 26. 1860

These twenty four hours commenced with a moderate breeze from about S. S. E. Bark heading S. W. going to under a close reefed maintopsail & Mizzen Staysail. at 3.30 AM squared in the main yard turned out one reef of the maintopsail steering W. at daylight made all sail so much or sail in sight Lat 36 15 S

Long 40 40 E

Thursday 27th

commenced with a light breeze heading to the Westward during fore part at sundown shortened sail. at daylight made all sail heading to the Eastward. employed the latter part of ship nothing in sight to day. Lat 36 12 S

Long 51 17 E

Friday December 28. 1860

commenced with a light breeze from the Southward heading to the Eastward all sail set. at sundown took in the light sail at daylight made all sail. middle and latter part much like the fore part Lat 36 2 S

fore part broke out provisions Lat 35 9 E

Saturday December 29th 1860

These twenty four hours commenced with a light breeze all sail set heading to the Eastward at sundown took in a close reefed sail. middle and latter part much like the fore part. Lat

South
Long East

Sunday December 30th 1860

commenced with a light breeze from the S. bark working to the Eastward. at 4 AM saw two Hump Backs going to the windward quick. middle and latter part much like the fore part four sail in sight one boiling. Lat 36 12 South

Long 6 17 East

Monday December 31st 1860

commenced with a moderate breeze all sail set steering on the wind. wind from the Southward & Eastward. at 1 PM. took the Bark (Sagoda) Sagoda of N.B. boiling fire 4 moments out (800) whale (20) sperm. 7 whales this season. at 7 PM Mr. Aftons came on board and stop a short time

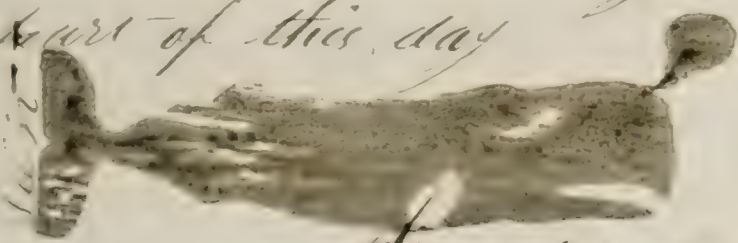
Eastward of Tristan da Cunha Decmbr 31st 1860

Monday Decmbr 31st 1860

running the night under all sail and under main and
latter part thick and hazy. working to the Southward and
Eastward. so ends this day. four sails in sight during the
fore part of this day

Lat 36.12 S

Long 6.30 E



Tuesday January 1st 1861

these twenty four hours commenced with a moderate
breeze from the Southward & Eastward all sail set. during the
wind working to the S.E. at 1.30 p.m. saw a sail on the
beam whaling. at 2 p.m. raised a sperm whale about 100 yds
on the sea ^{how} going quick to the windward. windward
all four boats after him. chased him about 4 miles. when they
raised some more to the leeward & called the boats down and sent
them off to the leeward. I undertook to go on to them. had I had
boat when almost within darting distance they saw me
and went down (or rather I suppose they heard my oars as I was
pulling which was one of the worst things that I could have
done as I learnt afterwards. but then it was too late for when
they came up they were all galled and away they went -)
but then I think that I should have struck or some other boat
if I had only waited until the next rising. for when I started
for them they must have been all of one half mile off
and not coming very quick as I found out after I had got
most down to them. and I will now just state the reason
why I undertook to go to them that rising. I was the
first boat that came to the ship (after giving chase up to
the windward) and the Captain told me that there
was a school of galled sperm whales 3/4 of a mile off
coming quick to the windward. and he told me to
get in ahead of them and take them head and
head. although after I started for them the Captain bade
to waive me not to try them that ^{rising} (rising) but I did not see him
but if I had gone according to my own judgement I should not
have to bide them that rising. I was afraid that if I did not try
them that rising and they came up to the windward of the main
boat the next rising I should be blamed for not going according
to orders. I think the sail on the beam was the Sagada
saw her take one or more whales along side side, so I will

Lat 36.12 S
Long 6.23 E

24.11.60

6.23 E

Remarks on board Bark *Harshen's Cape* at

Wednesday January 2nd 1861

these twenty four hours commenced with a calm at noon light
air from the southward & Eastward. middle and latter part light
from the Westward latter part steering S by N. Lat

Long

S

Thursday January 3rd 1861

this day commenced with a light air from the Northward
all sail set steering to the Southward & Eastward. middle
and latter part much like the fore part so was

Lat 37° 32

S

Lat 8° 11

E

Friday January 4th 1861

these twenty four hours commenced with a light breeze
all sail set steering S E at 4 PM strong breeze wind about
S E at 5 PM raised two shales going quick to the windward
(called them Pinbacks) at 7 PM wind S E by S Bark heading
S E by S compass middle and latter part much like
the fore part. one sail in sight Lat 36° 32 S

Long 10° 22 E

Saturday January 5th 1861

commenced with a moderate breeze from
S E, Bark heading S E. at 1 PM tacked ship and
steered to the Southward and Westward. at 9 calm clouds
down all the light sails and remained so during
the night. at daylight light breeze made all sail steering
S E. one sail in sight so was this day Lat 36° 37 S

Long 11° 19 East

Sunday January 6th 1861

commenced with a moderate breeze from the Westward
steering S E (employed in ship out the fore part) middle
and latter part strong breeze all sail set steering S E

Lat 37° 56 South

Long 14° 22 East

Monday January 7th 1861

commenced with a strong from the S by N all sail set
steering S E by compass middle and latter part much like
the fore part. employed the fore part breaking out water
at noon these twenty four hours

Lat 38° 46 S

Long 17° 49 E

From Simon & Antonio to East Cape January 8th 1861

Tuesday January 8th 1861

these twenty four hours commenced with a moderate gale from the Westward all sail set steering S. E. by compass at 5 PM a very cross running sea which caused the bark to roll very bad. at 5 set the three Starboard boats up on the upper cranes at 6 took in the fore top sail and reefed the fore top sail at 7 the sea appeared to be smoother and the bark running much steadier. middle and latter part more moderate. at 8 PM took the tops out of the fore top sail and set the fore top sail on sail in sight. during the middle Lat 39. 20 S part of these twenty four hours we passed Long 21. 30 E the Meridian of East Cape

Wednesday January 9th 1861


these twenty four hours commenced with a fresh breeze from the Northward & Westward all sail (in sight) set steering S. E. at 6 AM sent down the fore top sail and repaired it middle and latter part calm so ends. Lat 36. 57 S Long 23. 0 E

Thursday January 10th 1861


commenced with a calm course S. E. by S. in place. mended the fore top sail about 3 PM sent it aloft and bent it. with and latter part moderate breeze. at 11.50 AM raised white water. three points on the weather bow. but believe it was "killers". employed the (star) latter part working in the rigging. so ends this day. Lat 40. 16 South Long 23. 56 East

Friday January 11th 1861

these twenty four hours commenced with a moderate breeze from the S. E. all sail set steering S. E. by S. employed the fore part. overhauling the lifts & brace pennants. at 6 PM strong breeze. middle and latter part light. employed the latter part braking out fresh water and filling the empty casks with salt water at 11.45 AM lowered the Bow Boat after a sea fish but without success. so ends these twenty four hours. Lat 40. 16 South Long 26. 34 East

Saturday January 12th 1861
 commenced with a light breeze from ENE steering SE
 at 2 PM caught a Paupois. middle and latter part much
 the same, at 11.50 AM raised a Sperm whale
 going quick to the leeward.  going about
 S.W. so ends these twenty four hours. Lat 41.10
 Long 27.49 E

Sunday January 13th 1861
 these twenty four hours commenced with a light air. one
 Sperm whale in sight at about 1 PM lowered the Starboard
 and Waist boat in pursuit of him. at 2 PM lowered the Bow
 boat chased until dark but without success. during the
 afternoon there was another one seen from the Bark and
 the last that was seen of (him) then they appeared to be
 working together. making nearly a straight course.
 at 4 PM took in M & S sail and slide down the topsail
 steering S.W. through the night. at 2 set the fore topsail so
 as to make her go about two knots per hour. at daylight
 4.21 AM raised the whale about 3/4 of a mile off
 lowered the Starboard and Waist boat as soon as possible lowered
 the Bow boat. the Starboard boat struck but drew the
 transom getting entangled in the line brought him aboard
 but soon after the Starboard went off again in the S.W.
 so had a large whale miss. (but the Waist boat struck
 and killed one.) so ends these twenty four hours. Lat 41.10
 Long 27.49 E

Monday January 14th 1861
 these twenty four hours commenced with a moderate
 breeze engaged chasing Sperm whales. about 2 PM the Waist
 boat struck and killed a whale took him along side
 about 4 PM heeled on about 6. and got him cut in with
 4 AM with the exception of his head. set the
 watch, the Starboard water taking  the first water
 below. about 1 AM the head rope parted and his head sunk
 from 2 AM to 5 AM I think was three of the sleepiest hours
 that I ever experienced. having slept but one hour out of the
 last twenty five hours. so ends with a moderate gale

Lat 41.10
 Long 27.49 E

To the Southward & Eastward of Cape Good Hope Jan 15th 1861

Tuesday January 15th 1861

commenced with a moderate gale from the NW & being to under a close reefed main topsail & foresail. middle and latter part moderate. steering to the S & E. at daylight (compass) commenced to boil. at 9 AM set single reefed topsail & jib. so ends

Lat I
Long E

Wednesday January 16th 1861

commenced with a fresh breeze. Bark under single reefed topsail employed bailing at 5 PM cooled down took in fore topsail and close reefed the main. standing by watches. at day light started on work at 12. Meridian cooled down it being too rough to boil.

Thursday January 17th 1861

commenced with a moderate gale. Bark lying to under close reefed main topsail and the three lower stowsails commencing and putting the blubber in the tank. at 7 PM quit work. strong gale with rain from SW. Bark heading SE. at daylight set close reefed fore topsail and foresail steering SE & at 11 AM turned one reef out of the fore topsail. at 12 Meridian finished minding and cleared up decks

Lat

Long

Friday January 18th 1861

commenced with a moderate gale. steering SE & E. Bark under double reefed topsails and foresail at 8 PM set the jib at 6 set the mainsail. standing sea watches during the night. at 4 AM took in mainsail & jib and started the by works. latter part strong breeze and cool. one sail in sight

Lat

Long

E

Saturday January 19th 1861

commenced with a strong breeze. Bark under double reefed topsails. employed bailing at 1 PM cooled down. employed the latter part stowing down the (ol) oil (about 40 barrels) latter part wind from the Southward and Eastward. Bark heading to the SE & E.

Lat

Long

I

E

Remarks on board Bark *St. Washon* Cap. *Stable*

Sunday January 20th 1861

commenced with a strong breeze from the S. E. Bark under double reefed topsails & jib. employed the fore part - stowing down *Sperm oil*. at 6 AM set the mainsail (and) at 10 took in mainsail and jib. Bark heading to the N. W. E.

Lat 38.1 S

Long 39.6 E

Monday January 21st 1861

these twenty four hours commenced with a moderate gale from the S. E. Bark under double reefed topsails. heading to the N. W. E. at 10 PM wore ship standing to the S. W. at 1 AM set the mainsail. at 10 AM lowered the starboard beam and went along side of the *Charles Bad* (a Swedish Bark) to see if they had Doctor. at 11 turned the reef out of the topsails and set jib employed the (after) latter part making out provisions

Lat 36.25 S

Long 39.49 E

Tuesday January 22nd 1861

these twenty four hours commenced with a fresh breeze from the S. E. Bark heading to the S. W. under whole topsails course and jib employed the fore part washing ship. middle and latter part - under all sail set heading about South by compass. Lat 34.54

Long 40.22 3/4

Wednesday January 23rd 1861

commenced with a moderate breeze all sail set heading about S. E. by S. by compass. wind from the N. W. E. - astward. at 2 PM broke out a new cutting fall and cut up one of the old ones for head ropes. middle and latter part - much like the fore at 8 AM - this day - no observation

Thursday January 24th 1861

commenced with a strong breeze all sail set stowing *Sperm oil* by compass wind about N. E. by E. employed in ship duty, at 7 PM reefed the topsails. middle part (moderate) strong. latter part more moderate. at 11 PM set ^{with} turned the reef out of the main topsail.

Lat 41.40 S

Long 45.18

Friday January 24th 1861

commenced with a fresh breeze from the N. W. E. Eastward. stowing *Sperm oil* by compass. Bark under whole main topsail and set fore courses and jib. at 4 PM hove square

From Tristan da Cunha to St. Paul January 25th 1861
Friday January 25th 1861

Slade down the main topsail. hauled up the courses and
cluck up the fore topsail, and down jib and studded it set
close reef main and foresail. Bark heading E at 3 PM on the
Starboard tack, at 5 PM took in the foresail, at 8 PM hoisted
wing the main topsail, at 9 PM headed NW at 11 headed
N by compass wind about West. latter part more moderate, heading
NW by compass, so ends this day.

Saturday January 26, 1861
these twenty four hours commenced with a strong
gale from the Southward and Westward, going to under
a good wing main topsail, at 3 PM kept her of before
the wind, steering ESE under close reefed fore and main
topsails, at 9 PM set double reef fore whole main topsail and
main boom sail, at 12 PM made all sail Lat 46 44 S
Long 49 52 E

Sunday January 27th 1861
commenced with a fresh breeze from the NW, steering SE by E
at 4 PM heavy squall, took in all of the light sail, (all) mainsail
and jib, at 10 double reefed the topsails wind about NW by N
middle part heavy gale, the Bark runs well and ships for
little water, at 4 PM turned the waist boat, at 6 close reefed the
fore topsail, at 11 broke out some fresh water from the fore
hole latter part more moderate. Lat 40 46 S
Long 54 03 E

Monday January 28th 1861
commenced with a moderate gale from the Sth, bark
under close reefed fore and double reefed main topsail
steering SE by E, at 4 PM under reefed topsails courses jib
and three lower lower staysails, at 10 PM more moderate
turned the reef out of the Main topsail, at 12 PM made all
sail, latter part moderate employed the latter part
making out fresh water. Lat 40 36 South
Long 56 41 East

Tuesday January 29th 1861
Commenced with a fresh breeze from the Westward, steering
SE by E, all sail set, employed making scrub-bam, both middle
and latter part much like the fore, lat Lat 46 36 S
Long 60 00 E

Remarks on board Bark Shewashobus. Captain Smith
Hudson's Bay 31st 1861

commenced with a fresh breeze from the Westward. all sail set
sailing ESE by compass. middle and latter part moderate squalls
in ship duty making a new set of cutting gear. Lat 46° 12' S

Long 63° 08' W

Thursday January 31st 1861

commenced with a moderate breeze from the Westward. all sail
set that will draw. steering ESE. middle and latter part strong
breeze from SSE. steering by the wind. no observation to day

Friday February 1st 1861

commenced with a strong breeze from SSE. all sail set
steering by the wind. at 6 PM took in the light sails.
during the middle part double reefed the topsails and broke in
the jib. latter part light gale heading E by S. no observation

Saturday February 2nd 1861

commenced with a moderate gale from SE. Bark under
double reefed topsails and courses heading to the SSE. at 2 PM
took in the mainsail. at 6 the foresail and also reefed the fore
topsail. during the night star board was at anchor. made
one sail at 11 AM. made all sail. steering to the SSE. wind.

Lat 37° 43'

Long 69° 09'

Sunday February 3rd 1861

commenced with fresh breeze all sail set steering SE by E
wind from the SSW. middle and latter part moderate wind
from the Northward. at 6 AM. saw a number of pinbacks

Lat 37° 43' South

One Ahro Long 76° 57' East
the other Ahro Long 71° 16' East

Monday February 4th 1861

commenced with a moderate breeze all sail set steering
SE. wind from the Northward. at 6 PM double reefed the topsails
and also reefed the latter part. breaking over water
no observation to day

Tuesday February 5th 1861

commenced with moderate breeze. bark under reefed topsails
at 3 PM. made all sail. at 10 PM. took in the M. S. & sail
and reefed the topsails. at 6 AM. saw M. S. & sail. latter part
fresh breeze

Lat 38° 45' S Long 72° 30' W

From Cape East to the island of Amsterdam

Wednesday February 6. 1861

these twenty-four hours commenced with a fresh breeze. maintained sail set at 3 PM. raised the Island of Amsterdam at 6 PM shortened sail. the island at about 10 miles distance bearing about ~~to~~ East. middle and latter part light breeze at daylight made all sail working in shore. at 7.30 AM set in three boats in fishing. so ends this day. one sail in sight. Lat S
Long E

Thursday February 7th 1861

these twenty-four hours commenced with a light breeze. going of and on the Island of Amsterdam the three larboard boats in shore fishing. at 5 AM a boat came from the ship Draper Capt Parker. 350 Spinn 9 months out. at 6 the boats came from the shore with about 7 barrels of fish. at 7 kept the ship of to the Eastward. middle and latter part moderate breeze. about 6 miles astern of the Draper. Lat S
Long E

Friday February 8th 1861

commenced with a pleasant breeze all sail set steering S E by E. at 2 PM saw a number of Sulphur bottoms. the Draper was chasing them. middle and latter part much like the fore part employed ship duty Lat S
Long E

Saturday February 9th 1861

commenced with a light air. at 3 PM moderate breeze all sail set steering S E. two sails in sight. middle part moderate latter part fresh. employed in ship duty and filling the Captains gig. no observation to day

Sunday February 10th 1861

commenced with a fresh breeze from the Westward. all sail set steering S E. employed the fore part. braking out fresh water middle and latter part strong breeze. at 9 AM carried away the spanker gaff. it broke nearly midships. two sails in sight from aloft so ends this live etc. few hours
Lat 37.33 S
Long 99.47 E

Remarks on board Barque Aquashonk. Captain Marble
Monday February 11th 1861

commenced with a strong breeze Main topgallant sail set. wind from the Southward and Westward. steering ESE. compass. middle and latter part wind from the Southward and Eastward Barke heading to the NNE at 4 PM. in Main topgallant and Flying jib. the latter part of the day a squall came out of a topmast shrouding sail boom. Lat 36° 34' S
Long 91° 39' E

Tuesday February 12th 1861

commenced with a light breeze from the Southward and Eastward. all sail set. steering by the wind. heading first on one tack and then on the other. at 10 AM. sent a spanker up - aloft. and set the sail. middle and latter part much like the fore part. the breeze very bafflin. sometime on one tack and some times on the other. employed in ship duty.

Lat 36° 40' S

Long 90° 06' E

Wednesday February 13th 1861

commenced with a light air from the Northward and Eastward. all sail set. steering by the wind. heading to the Southward and Eastward wind and latter part steering ESE. wind from the Northward and Eastward employed in ship duty. middle and latter part light breeze. Lat 36° 54' S
Long 91° 32' E

Thursday February 14th 1861

commenced with a moderate breeze from the NW. all sail set. steering ESE. employed the fore part in ship duty such as painting the Starboard boat (inside) and doing small jobs in the rigging. middle part much like the fore part. latter part squall with frequent showers of rain. no observation to day.

Friday February 15th 1861

commenced with a moderate breeze. all sail set. steering ESE. wind from the Westward. middle and latter part much like the fore part. so ends these twenty-four hours. Lat 36° 56' S

Long 96° 29' E

Saturday February 16th 1861

commenced with a light breeze from the Westward all sail set. steering ESE. at 10 AM. broke out Bitter and water. employed the fore part squaring the rigging (sprattings) and lines on the fore rigging. middle part moderate. latter part fresh Lat 36° 54' S
Long 99° 16' E

From St. Paul to Australia. February 1861

Sunday February 17th 1861

commenced with a strong breeze from the Westward. steering E.S.E. all sail set which will draw. at 6 PM. furled the mainsail at 2 AM. took in fore & main topgallant sail at 3 AM. carried away the clew line from the Starboard clew of the Main topsail. at 3.30 AM. reefed the fore topsail at 4 the main topsail. at 5 AM. put a sheet in the clew and set the topsail. at 9. turned the reef out of the main topsail. at 11 AM. moderate gale again reefed the topsail again. Lat 37.00 S Long 163.11 E

Monday February 18th 1861

commenced with a fresh gale from the Westward. Bore under double reefed topsail and foresail. steering E.S.E. by compass. at 5 PM. cleared reefed the fore topsail. and took the oars out of the Waist boat, quite a heavy swell running. the ship a good many small seas during the middle part at 3 AM. turned one reef out of the fore topsail. at 7. had all sail set. employed in ship duty. latter part fresh breeze. Lat South Long 106.47 East

Tuesday February 19th 1861

this day commenced with a fresh breeze from the Westward. all sail set steering E.S.E. employed the fore part - breaking out water middle and latter part much like the fore part Lat S Long E

Wednesday February 20th 1861

commenced with a light breeze all sail set steering E. at daylight - lowered two boats after blackfish. at 10 AM. all the boats was chasing them. the Starboard caught one and the Waist boat two. middle and latter part calm. I H.A. Dream this AM. about H. it seemed that she was R.A. with me. so ends this day Lat to night I broke a side it being the second one that I have have broke this voyage.

Thursday February 21st 1861

commenced with a light air from the Westward, all sail set steering E by compass. employed the fore part. pursuing blackfish. blubber. employed the latter part washing ship (outside) outside. middle and latter part of this day much like the fore part Lat S Long E

40
Remark on board Bark Swallow Captain H.

Friday February 22nd 1861

this morning four hours commenced with a light air from the Westward
all sail set steering N.E. employed washing ship outside, middle and
latter part much like the fore part. Lat 36° 32' S

Long 113° 12' E

Saturday February 23rd 1861

this day commenced with a calm all sail set, middle part light
air latter part fresh breeze, steering N.E. by N. by compass employed
the latter part boiling black fish. Lat - S

Long - E

Sunday February 24th 1861

commenced with a fresh breeze from the S.E. all sail set steering
to the Northward & Eastward at 2 PM raised white water on the weather
bow tops of the masts no more of it. at sundown shortened sail
at 10 PM took in fore topsail. at 6 AM made sail steering to the
N.E. during the day saw a number of Fin Backs. latter
part fresh breeze all sail set.

Lat - S

Long - E

Monday February 25th 1861

commenced with a fresh breeze from the Southward Eastward. all
sail set steering to the Northward and Eastward. at 5 PM
made land (the North coast of Australia) at sundown
shortened. at daylight made all sail. (this day I shall be
nearly 24 hours long taking the whole of the sea & ice civil
and half of the sea day into one day. at 5 PM came to
anchor in fine patch of water. took out 30 fathoms on
starboard chain

Tuesday 26 Wednesday 27, Thursday 28 employed in getting water

Friday March 1st 1861 employed stowing down water
and repairing the copper

Saturday March 2nd 1861 employed in odd jobs

Sunday March 3rd fore, ice rains latter part pleasant with a
fresh of shore at 9 AM the Starboard reach came ashore on liberty
loosed some of the sails and dried them. most of the afternoon
employed writing Log. Monday 4th employed painting the
bow mast and the starboard side of the ship at 6 PM went on
board the Ocean Rover in being the first vessel since leaving home

Arrived. Accompanied
with metric. Accompanied
Commenced

Choose. to pick out

Cause. Called Conqueror

Chain. Carrying Celibacy Compass

Change

Convenient

Care. Cologne

Difficult. Dinner

Doing.

Employed

Especially. Enjoying

Endeavor

Experienced

Erroneous. Contradictory

Extempore. to lessen

Extraordinary

Error. mistake

Forward. Fetch. Ho. in

but. ^{hard to please} Frigid. Fustidious. Favorite

Commit

Gratuitous, the
Greater-

Have Happ
Happiness. Handed
Hold. Helped Half

Inquiet
Ined In mediated

Hope

41
17
Lowered) Lowered, Sea
Leaving. Ladies Seads
Middle Meeting
Mistake M. ad. again
Male Male
News
Notice
Narrow

Opportunity. Officer

Passage Pleasant - Present, Pres. ^{portion} Sead
Peace quiet. Pleasure. Pleased Putting
Reserved. Permit Picked. Pursue to follow
)

Right not wrong
Reports Received

Sheet any thing expanding. Shipped. Shoal
Sufficient Spread Line. Showers. Stowed. Six
Science Sincerely Security

Scrolls

Though to admit
"Sook. Taking

Unnecessary

Voyage
Volume

of the new West. Hpt
(16) Wring to twist

Write. to use a pen.
in ^{own} Business
(17) Wright one occupied

Wear. to cause a change Both Burial Bep
Which. Where to ^{place} their Breaking Bay
Wrong. Wheel Work
Walked ⁱⁿ the ^{same} way

It

By

3

In the Port of Port Western Australia March 1861
Tuesday March 5th 1861

employed painting the lower mast, and getting off wood
the latter part of this day a fresh land breeze from the South
Eastward.

Wednesday March 6th 1861

This morning the Starboard watch went ashore on their own
liberty. the Starboard Watch employed getting of a small raft of wood
at night sent a boat in shore for those that wished to come off

Thursday March 7th 1861

This day commenced very pleasant. sent the boat in shore this
morning after the Watch found that they had deserted of the lower
watch. after breakfast sent the Starboard watch on liberty. the
Starboard Watch employed painting ship outside. at night the liberty
men came aboard

Friday March 8th 1861

This day commenced with a rain storm the Starboard watch
went ashore about 9 AM. and the most of them came off at night

Saturday March 9th 1861

This day commenced very pleasant. at 9 AM. the Starboard ^{watch} went ashore
on liberty the Starboard Watch employed losing sails and dride them
and furled them. and jeting around

Sunday March 10th 1861

This day commenced very pleasant. the Starboard watch on
liberty. during the day I attended the English Church

Monday March 11th 1861

commenced with a light breeze from the Westward. at 6 AM. the
Bark P sailed. the Starboard Watch on shore. the Starboard
Watch employed getting of potatoes. this morning I mailed four
letters for the United States

Tuesday March 12th 1861

This day commenced with a very fresh breeze from the Southward and
Westward. the Starboard Watch ashore on liberty. middle part of the
day raining. drewed \$200 dollars to do. from the Captain

In the Port of TASM Western Australia

Tuesday March 13th 1861

employed to day getting ready to service ship. at 5 PM shut up ship. all hands sleeping on deck during the night. spent the evening on board of the Bark Ocean Rover. where I had a good walk

Thursday March 14th 1861

called all hands at daylight and opened the ship. employed through the day in odd jobs. this morning the Ship Blower and the Ocean Rover sailed at 6 PM to Ship Draper

Friday March 15th 1861

this morning commenced very pleasant weather and washed up decks. at 4 PM received some Ladies on board from the shore. one of the Ladies

Saturday March 16th 1861

at 9 AM the Starboard Watch went ashore. I went to do in Mr Hazard's place. I enjoyed myself to day very much at Hambleton and myself took some horses and went out in the country. and spent most of the day, at night came aboard from sick. the Starboard watch replaced sitting up the F. J. M. Back Stays.

Sunday March 17th 1861

this day the Starboard Watch went ashore, Mr Hazard going in my place, this morning I feel quite uncomfortable at 9 AM took an emetic which operated very fast. at 2 PM felt quite comfortable and better

Monday March 18th 1861

employed the fore part of this day setting up the F. J. M. Stays middle part employed setting up the Fore Main Topmast rigging and the Foremast rigging

Tuesday March 19th 1861

this day commenced with a fresh breeze from the southward. with a good deal of notice through the day

At sea. on the Western coast of New-Holland

Wednesday March 20th 1861
This day commenced with a light breeze of shore. at daylight called all hands and hoisted short on the main. about 10 AM the Captain came on board. about 1 PM got under way stowed the cables and lashed the cargo and washed of decks. Back under all sail during the wind heading to the Westward

Thursday March 21st
commenced with a light breeze from the South. all
sail set steering by the wind heading to the South
and Steward. at 6 PM. chose the men into the
chose that we had ship here eight in number) in
the place of those that deserted (we had none in
captivity here) at night should still standing on watch
during the night. at 9 PM I was quite seasick
and I am down from aloft. lost all of my breakfast
while aloft. it being the first time that I have
vomited this voyage. last voyage I was 6 days
over before I was seasick.

Friday March 22
commenced with a fresh breeze all sail set
steering to the Southward & Westward at night she lay
in. the officers taking in all night ice. She then
went sundown the water. at 10 AM set whole topsails
and set all up and hauled main sail. used in
latter part moderate gale from the S.W. steering to
N.W. so ends

Saturday March 2nd 1861
commenced with a moderate gale from the S.E. &
steering to the N.E.W.

Sunday 24th. Monday 25th. moderate gale from
S. & E. steering N. W. with double reefed topsails.

Tuesday Nov. 26. 1861
commenced with a moderate gale from the SE &
blowing N.W. Bark consider along reefed topsails
set - 5 Bk. ga. mch. with the Park Direct, 35 mch.
at 10⁰⁰ AM ^{400 Yds} ^{400 Yds} ^{400 Yds} ^{400 Yds} ^{400 Yds} ^{400 Yds}
at 12⁰⁰ PM one whale this season

Tuesday March 26. 1861

middle and latter part more moderate, so winds

S at S
Long E

Wednesday March 27th 1861

commenced with a strong breeze from the S & E. Bark under double reefed top sail and all gunn. the Drace. shoring by the wind on the Starboard tack at Seendown shortened sail. at daylight made sail shoring the latter part to the Weatherward so winds

at 10 AM sent down the fore top galant sail S at S
and onrove the rigging Long E

Thursday March 28. 1861

commenced with a strong breeze from the S & E shoring N. at Seendown shortened sail and kept to the wind. at daylight made sail at 10 AM spoke and gunn with the Bark Bark of the Seendown. S at S
Long E

Friday March 29th 1861

commenced with a strong breeze from the S & E. middle and latter part moderate gale bark heading to the East on sail in sight. so winds S at S
Long E

Saturday March 30. 1861

commenced with a moderate gale from the S & E. Bark heading to the Eastward. middle and latter part

Sunday March 31st 1861

moderate gale from the S & E. Bark under shot sail standing on 12 lower tacks. S at S
Long E

Monday April 1st 1861

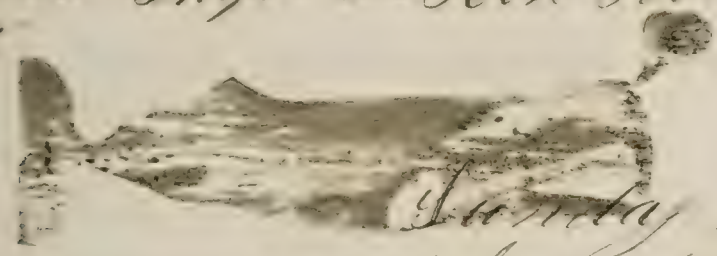
commenced with a moderate gale. at 9 AM set all sail. shoring on the wind during the latter part broke out water

Tuesday April 2nd 1861

commenced with a full breeze from the S & E. all sail set

2636
10754 E

Wednesday April 3rd 1861
from the third up to the six nothing worth of notice
with the exceptions of strong S-E winds gained with
several ships. the Rose Port Park and Ship Plow



Thursday 4th
commenced with a strong breeze four sails in sight
at 7 A.M. (Mr. Hamblen) raised a sperm whale with
toward the three starboard boats and chased until night
but without success. middle and latter part much the same

Lat 27 18 N Long 109 26 E

Monday the 5th day April 5th
pleasant weather and no whales in sight secured
the Cooper employed making me a Reader for my boat
at 11 A.M. spoke the Bark America

Wednesday April 10th 1861
commenced with a moderate breeze at 5 P.M. six sails in
sight, and I guess all but one gaming. beside us and
that is the America of Mattapoisett

Thursday April 11th 1861
commenced with moderate breeze from the S-E
six sails in sight from aloft. at 6 A.M. put the a
new mast boat out and took in the old one Lat 27 35 N
Long 109 54 E

Friday April 12th 1861
commenced with a fine day the first fine so
that we have had since we left Vasse. steering the
fore part to the S-E, wind about S. at 6 P.M.
one sails in sight. middle and latter part moderate
gale. Bark under double reefed topsails foresail & jib
Lat 27 18 N Long 109 03 E

Remarks on board Bark *Avashonks*
Saturday April 13th 1861

This day commenced with a moderate gale from the southward and eastward. Bark under double reefed topsails fore sail and jib. steering to the N. by E. and latter part strong breeze. at 10 AM saw the Ships *Lapwing* & *Congress*. Lat 41 S Long 107 E

Sunday April 14th 1861

This day commenced with a strong breeze from the S. steering to the N. at 3 PM took out fresh water from between decks. several sails in sight during the fore part of this day. Lat 41 S Long 107 E

Monday April 15th 1861

This day commenced with a strong breeze. at 7 AM sent down the foretop sail and mended it, two sails in sight

Tuesday April 16th 1861

commenced with a strong breeze from the Southward Bark under short sail. employed repairing the fore topsail. at 4 PM hove the topsails. at 10 PM spoke and named the Bark *Mathlan* Cape Mores 300. Hts 257 Sperm 5000 middle and latter part much like the fore part Lat 41 S Long 107 E

Wednesday April 17th 1861

commenced with a strong breeze Bark under double reefed topsails. at 4 PM gained with the *Mathlan* Cape Mores and I went on board it being the first vessel that I have been on board since I sailed from home with the exception of those in Port. middle and latter part more moderate at 11:30 AM saw the Bark *Mathlan* hoist her colors for Whales made all sail she being several miles to the windward of us. Lat 27 35 S Long 107 15 E

Thursday April 18th 1861

This day commenced with a moderate breeze all sail set. beating to the windward after Whales. about 2 PM saw the Bark *Mathlan* take a Sperm Whale along side. at 5 PM Capt Marble went on board of the *Mathlan* 27 35 107 15

47
on the coast of New Holland. April 1861
Friday April 19th 1861

This day commenced with a fresh breeze from the S.E. & one sail in sight. Boiling (Bark Heathless). middle and latter part moderate breeze and very pleasant at 8 AM hoisted the colors to the main and mizen royal head in honour of George's Birth Day. being 28 years of age, at 9 AM gamed with the Hatcher. Lat 26° 30' S Long 107° 26' E

Saturday April 20th 1861
commenced with a light breeze all sail set gaming with the Hatcher. at 1 PM the Heathless's Band of Music came on board. (this Band is kind of a Nantucket Band. for I have been told that they consist of two cornstalks and a vine) to celebrate George's Birth day. they played and sung until about 11 PM when they went on board. middle and latter part very fine weather. Lat 26° 30' S Long 107° 26' E

Sunday April 21st 1861
commenced with a fine day all sail set. wind from the S.E. Bark sometimes on the Western tack and sometimes on the Eastern. middle and latter part much like the fore part. so ends this day. Lat 26° 30' S Long 107° 26' E

Monday April 22nd 1861
This day commenced with a light breeze all sail set, steering to the S.W. at 6 AM gamed with Bark North-West of New London. Eight Whales this season making 140 barrels. middle and latter part much like the fore part. so ends this day. Lat 26° 30' S Long 107° 26' E

Tuesday April 23rd 1861
commenced with a light breeze from the Southward and Eastward. two sails in sight. employed in ship duty. so ends this day. Lat 26° 30' S Long 107° 26' E

Wednesday April 24th 1861
this day commenced with a light breeze all sail set steering to the Southward and Eastward. below one Linback in sight. gamed with the Hatcher. Lat 26° 30' S Long 107° 26' E

Remarks on Board Bark Washington Cape Hall
Thursday April 25th 1861

This day commenced with a light breeze all sail set steering most and how, gaming with the Whithlen. Two blacksmith working at our forge. at 3.30 PM Captain Marble & Wife and Child went on board of the Whithlen latter part steady rain with a light air. all sail set. no observation to day

Friday April 26. 1861

commenced with a light breeze from the Southward and Eastward. with steady rain at 4.30 PM shortened sail took in all sail but a close reefed main topsail and fore top sail. the wind coming in strong puffs from the Southward after shortening shortening sail were ship heading N S W on the larboard tack, at 6 PM saw a sail on the weather beam on the starboard tack, (it was the Whithlen) middle and latter part much the same as the fore part, at 6 PM turned one reef out of the main topsail and set a ^{double} close reefed fore topsails no observation to day

Saturday April 27th 1861

commenced with a light breeze from the S E. Bark under double reefed topsails. at 2 PM set the foresail & spanker & jib at 3 PM saw a sail of the Larboard beam at sundown shortened air. middle part fresh latter part moderate

Sunday April 28th 1861

this day commenced with a moderate breeze Bark under double reefed topsails foresail jib and a S M S at 1 PM gamed with the Whithlen. middle and latter part much like the fore part. steering the latter part to the Eastward three sails in sight so ends this day

Lat 26° 46' South

Long 109° 11' East

Note. while combing my hair to day I was surprised to find gray hairs in my head. I see a man and two a child

Monday April 29th 1861

this day commenced with a fresh breeze ^{from the Westward} steering to the Northward and Eastward at 10 PM spoke and gamed the Bark Pamela Capt. Doorn 1000 Sperm. so Whale & Whithlen at 4 PM saw a ship to the windward Whaling called it the Seapwing. & middle and latter part strong breeze and

on the West coast of New Holland. April 23rd 1861
 Monday April 24th 1861
 and flag. at 4 AM saw a ship cutting a whale to the
 windward three sails in sight. no observation to day.
 Lat 26° 46' Long 109° 11' E

Tuesday April 30th 1861
 commenced with a strong breeze from the S.W. Bark
 under whole topsails. at sundown shortened sail. middle and
 latter part moderate gale. latter part wind S. steering S.W.

Wednesday May 1st 1861
 this day commenced with a moderate gale
 from the Southward. Bark under double reefed topsails
 courses & jib. the officers employed making rounds
 middle and latter part much like the fore part Lat 25° 09'
 Long 111° 27' E

Thursday May 2nd 1861
 this day commenced with a moderate gale. bark under
 double reefed topsails. heading to the N.E. the fore part
 middle and latter part much like the fore part
 one sail in sight to the windward. Lat 25° 00' S
 Long 111° 27' E

Friday May 3rd 1861
 this day commenced with a moderate gale from
 the S.W. Bark under double reefed topsails. to the
 wind. one sail in sight. latter part steering N.W. latter
 part pleasant. so ends this day. Lat 25° S
 Long 110° 59' E

Saturday May 4th
 this day commenced with a fine breeze from the S.W.
 steering the fore part N.W. middle and latter part
 beautiful weather. latter part steering N. Lat S
 saw a finback to day Long E

Sunday May 5th 1861
 this day commenced with a good breeze all sail set
 steering N. by compass for the fore part and latter part
 wind from the S.W. middle and latter part much
 like the fore part. so ends. Lat 24° 56' S
 Long 108° 01' E

Monday May 6th 1861
 commenced with a good whole sail breeze from the
 S.W. steering N. middle and latter part fresh breeze
 Lat S Long E

Remarks on board Bark Aquashonk
 Tuesday May 7th 1861
 commenced with a fresh breeze from the S.E. steering W
 middle and latter part much the same

Wednesday May 8th 1861
 commenced with a fresh breeze from S.E. steering W
 Bark under double reefed topsails. at 9 AM set whole
 topsails. steering N.W. so ends. Lat 25° 02'
 103° 35'

Thursday May 9th 1861
 commenced with a fresh breeze from the S.E. steering
 to the N.W. at 1 PM raised a sail steering to the Eastward
 Bark under whole main topsail. double reefed fore and
 courses & jib. middle and latter part light gale S.W.
 Long

Friday May 10th 1861
 this day commenced with a strong breeze from the north
 gale from the S.E. Bark under double reefed topsail
 at 4 PM took in the fore topsails & foresail and carried
 down the mastheads. during these twenty four hours I
 have been troubled very much with the Teeth ache
 it being the first time that I have been troubled with my
 Teeth of any account for over a year. latter part double reefed
 topsails and foresail. so ends this day Lat 23° 40' S
 Long 104° 00' E

Saturday May 11th 1861
 this day commenced with a moderate gale from the S.E.
 Bark under double reefed topsails. at sundown took in
 the foresail and close reefed the fore topsail. middle and
 latter part much like the fore part. Lat 21° 00' S
 Long 104° 00' E

Sunday May 12th 1861
 this day commenced with a fresh breeze from the
 S.E. Bark under double reefed main close reefed fore
 and courses. saw a grasshopper at 4 PM. middle and latter
 part part moderate breeze. at 4 PM set all sail
 saw nothing through the remainder of the day
 which looked like a Whale. Lat 19° 00' S
 Long 104° 00' E

Monday May 13th 1861
 commenced with a fresh breeze from S.E. all sail

on the West Coast of New Holland

Monday May 13th 1861

at steering by the wind. at 4.30 PM raised a sail of the
lee bow. middle and latter part - much like the fore part
no whales to do; but a plenty to eat and drink. so ends, Lat
Long

Tuesday May 14th 1861

this day commenced with a whole sail breeze from the
S & E. steering to the N & E. by the wind employed in
shiping. middle and latter part much like the fore
part one sail in sight. Lat

Long

Wednesday May 15th 1861

these twenty four hours commenced with a moderate
breeze all sail set steering by the wind. at 4 PM. sent down
the spanker and made it two cloths smaller. latter
part three sail in sight. wether very light. Lat

Long

Thursday May 16th 1861

commenced with a light breeze from the S & E. all
sail set steering to the N & E. by the wind three sail
in sight. at 4 PM spoke and gained the Ship
Hassan. Captain Henderson came on board and
brought me a letter. dated September 1st 1861 from H.B.
(the date I think must. have been near Oct 1st)
middle and latter part fresh breeze Bark under double reefed
topsails courses and jib. saw the three Fin backs. bound to
the leeward. so ends this day Lat

Long

Friday May 17th 1861

commenced with a fresh breeze from the S & E. two
sail in sight. all on the wind Bark under short sail. middle
and latter part - much like the fore part

Saturday May 18th 1861

commenced with a moderate gale from the S & E. and
short sail. middle and latter part much like the
fore part. so ends

Sunday May 19th 1861

strong breeze Ship under double reefed middle and
latter part much the same

Monday May 20th 1861

commenced with a strong breeze from the S.E. the
sail in sight: at 1 PM. gamed with the Bark E. Dumble
and Ship Plover. middle and latter part more
moderate. employed the latter part in raising the
main topsail, so ends

Lat 22.40 S
Long 105.28 E

Tuesday May 21st 1861

this day commenced with a strong breeze from the S.E.
Bark under double reefed topsails. two sails in sight:
at 1 PM. saw aloft the maintopsail, middle and latter part
much like the former. Charles the boatsteerer off duty on
account of sickness.

Lat 22.40 S
Long 105.28 E

Wednesday May 22nd 1861

commenced with a strong breeze. bark under double reefed
topsails courses and jib. middle and latter part
moderate. later part all sail at steering by the wing

Lat 22.25 S
Long 105.28 E

Thursday May 23rd 1861

this day commenced with a fresh breeze all sail at steering
by the wind. at 1 PM. took in maintopgallantail. middle
and latter part strong breeze. at 12 PM. took in jib and
main sail. so ends this day

Friday May 24th 1861

commenced with a strong breeze all sail at steering
by the wind. Bark under double topsail and foresail
at sundown close reefed the topsails. middle and latter
part moderate.

Saturday May 25th 1861

this day commenced with a strong breeze from the S.E.
Bark under two reefed topsails foresail and the three
lower staysails. latter part more moderate at 9 PM. saw
a pinback.

Sunday May 26th 1861

commenced with a strong breeze from the S.E. Bark under
double reefed topsail at 1 PM. at the mainsail jib & staysails
all at what topsails. saw a pinback

Lat 24.06 S
Long 104.58 E

Monday May 28th 1861

this day commenced with fresh breeze from the S & E
Bark under whole topsails courses and jibs. middle and
latter part much like the fore part - Lat 23.48

Long 106.21

Tuesday May 29th 1861

commenced with a strong breeze from the southward & Eastward
Bark under double reefed topsails courses and jibs. middle
latter part much like the fore part. Lat 24.00

Long 106.00

Wednesday May 29th 1861

commenced with a strong breeze from the southward & Eastward
Bark under short sail. at 4 PM. gained the Ship Parachute
Captain Howland 300 Sperm. middle and latter part quite
moderate. all sail set - steering by the wind. working to the
southward. two sails in sight during this day.

Lat 22.00 South Long 107.20 East

Thursday May 30th 1861

this day commenced with a light breeze from the southward
and Eastward. all sail set - steering by the wind. working to the
southward. middle and latter part much like the fore part.
one sail in sight during the fore part. Lat 22.23 South

Long 107.50 East

Friday May 31st 1861

commenced with a light breeze from the southward and Eastward
Bark under whole sail working to the (southward) southward. middle
and latter part fresh breeze. Lat 22.00

Long 108.00

Saturday June 1st 1861

commenced with a fresh breeze from S & E. Bark under whole
topsails courses and jibs at about 1 PM. raised breeches ahead
middle part strong breeze latter part moderate gale. one
sail in sight.

Sunday June 2nd 1861

commenced with a moderate gale from the S & E
Bark under short sail. middle and latter part much
the same.

Monday May 3rd 1861

commenced with a moderate breeze gale from the S & E
ship under short sail. at 3 PM. spoke and gained the
Ship Nassau. saw nothing since - in gained

Remarks on Bar to Board Bark It was hove
Monday (May) 3rd June 3rd 1861
middle part strong latter part fresh. working to the
windward. one sail in sight. so ends. Lat 5
Long 10

Tuesday June 4th 1861

this day commenced with a fresh breeze. all sail set steering
to the wind. at 4 PM gained with the Ship Massena
middle and latter part - moderate breeze all sail
set working to the southward and Eastward, two
sail in sight. Lat 5 South
Long 10 East

Wednesday June 5th 1861

this day commenced with a moderate breeze from the S.E.
fore part all sail set steering by the wind. at 5 PM
gained with the Ship Congress. Captain Fastino
just finished peeling his second whale to bark's whale
120 barrels - middle and latter part equally and Draining; latter
part wind about W. steering latter part E by S two sails in
sight.

Thursday June 6, 1861

this day commenced with a strong breeze from the W.S.W.
heading by the wind on the Starboard tack. at 6 PM
took in foresail & foretopsail. middle and latter part
with gale from the S.W. about 4 PM hove down the
topsail and were under Ship. heading to the W.S.W. at the
same time split the Main topsail close it up and parted
at 6.30 PM sent it down at 8 bent a new one, empty
the latter part repairing the old one. 2400
11614

Friday June 7th 1861

this day commenced with a moderate gale from the S.W.
employed the fore part repairing the Main topsail
latter part - more moderate one sail in sight Lat 24.12
Long 140.25

Saturday June 8th 1861

commenced with light air. at 1 PM gained with the Bark
Dacia, one whale the season. at 4 PM sent down
the Ship - main topsail and bent the old one
middle and latter part - much like the fore
part. have been grievously afflicted with
the Sack ache. it lasted about 30 hours 24.08
11630

Sunday June 9th 1861

this day commenced with a light breeze all sail set steering
no course in particular as I know of. at 11 AM gained with
the Draco I sent the letters to her as she is going down
to Anjier. middle and latter part much like the first
part. so ends this day

Monday June 10th 1861

this day commenced with a light breeze all sail set steering
to the Westward. middle and latter part much like the first
about 4:30 AM lowered after black fish. Lat 5°
Long 8°

Tuesday June 11th 1861

commenced with a light breeze all sail set steering to
the wind. wind from the NE at 5 PM saw several Finbacks
latter part almost a constant rain one sail in sight

Wednesday June 12th 1861

commenced with a light air and raining at 2 AM
raised large braces on the weather bow. one sail in sight
middle and latter part much the same

Thursday June 13th 1861

commenced with a calm at 10 AM lowered after black
fish. but without success. one sail in sight. & latter part
steady rain so ends

Friday June 14th 1861

commenced with a strong breeze Barke under double
reefed topsail. at and raining. at 3 PM gained
the Bark ^{Lagoda} one of the best this season 60 tons
middle and latter part light air. very much such a
day as it was one year ago to day when I was in the
mouth of Bedford River after having about 424 men
two sails in sight. one of them a Merchant vessel

Lat 5°
Long 8°

Saturday June 15th 1861

this day commenced a light air from ~~some~~ someone
Bark steering by the wind. middle and latter part fresh breeze
one sail in sight Lat 5° South Longitude 8° East


Rice marks on board Bark St. Washingtons. Capt. Marble

Sunday June 16th 1861

this day commenced with a strong breeze Bark under whole topsails - its employed hauling out water. about 2 PM double reefed the top sails at 3 PM close reefed the topsails and furled the courses. at daylight it made all sail steering N E the latter part one sail in sight during the fore part of this day. One year ago to night I was a happy man, you think happy. but at that time I was seated in the Methodist Vestry Prayer room for the first time in my life (in that room) it impresses my mind this evening very forcibly. I often think of it.

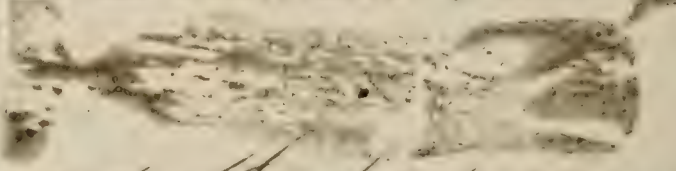
Latitude 22° 48' South
Longitude 112° 58' East

Monday June 17th 1861

this day commenced with fine weather and moderate breeze all sail set steering S. by compass the fore part middle and latter part fresh breeze. at 11 AM passed a iron ship steering to the northward. about the same time raised a Sperm Whale  and shortly after raised three more at 11 AM. and shortly after the Whist boat - so ends this day chasing Sperm Whales

Latitude 22° South
Longitude 112° 33' East

Tuesday June 18th 1861

this day commenced with a fresh breeze Bark under whole topsails. during the fore part employed chasing Sperm Whales. middle and latter part light wind about 10 AM raised a Sperm Whale. three scattered ones toward the Starboard boat and soon after  the other three chased them but a short time when they all came up together and the boats came aboard the Whales going to the Southward after they were killed and about N E before we towed. Latitude 21° 25' South

Longitude 112° 48' East

Wednesday June 19th 1861

this day commenced with a moderate breeze beating to the windward after Whales. the wind about S S W middle and latter part much like the fore part employed the latter part hauling out ship stores viz. Melanes Rice Bay & Pork

Latitude 21° 30' South
Longitude 113° 08' East

On the West coast of New Holland

Thursday June 20th 1861

These twenty-four hours commenced with a fresh breeze from the Southward. steering to the S.W. during the fore part. middle and latter part steering by the wind. latter part squally with rain. Lat

21° 10'
112° 50'

Friday June 21st 1861

This day commenced with light wind and cloudy at 4 PM raining. middle and latter part fresh breeze. Latitude 21° 19' S Longitude 112° 54' E

Saturday June 22nd

commenced with a moderate breeze all sail set steering by the wind. at 3 PM saw a small white water on the lee beam middle and latter part of this day. in evening the fore part things begin to wear a dark aspect and looks rather dubious for a voyage for some time will tell. Latitude 21° 20' South Longitude 113° 26' East

Sunday June 23rd 1861

This day commenced with a moderate breeze all sail set steering by compass. the wind is from the Southward. employed in ship duty. the fore part middle and latter part squally. Latitude 21° 28' South Longitude 115° 40' East

Monday June 24th 1861

This day commenced with a moderate breeze from the Southward. steering N. middle and latter part much like the fore part. middle and latter part steering to the S.W. Lat 19° 08' S Long 116° 00' E

Tuesday June 25th 1861

commenced with a fresh breeze from the S.W. steering to the S.W. middle and latter part light breeze steering by the wind. Lat Long

Wednesday June 26th 1861

This day commenced with a light breeze from the S.W. middle and latter part fresh breeze all sail set steering by the wind. heading to the S.W. this night commenced to stand sea watches. Latitude 17° 35' South Longitude 117° 40' East

Remarks on (the) board Bark Accashon's

Thursday June 27th 1861

this twenty-four hours commenced with a fresh breeze from the about S.E. by S. all sail set steering to the wind on the Starboard tack. heading about E. by N. middle part S. latter part steering N. by compass. Latitude 16° 48' S Longitude 114° 11' E

Friday June 28th 1861

this twenty-four hours commenced with a fresh breeze from the S.E. all sail set steering S. at 2 PM + 1 but the S.E. sail middle and latter part moderate breeze: wind about E. by S. the weather grows warmer very fast, as we go to the Northward. S. at 10 PM (Raupeis) Longitude 114° 41' E

Saturday June 29th 1861

this day commenced with a moderate breeze from the ^{SW} N.E. all sail set steering S. by compass. at 4 PM felt quite unwell kind of a sick headache. could not eat any supper. middle and latter part fresh breeze. so ends this day Latitude 16° 50' S Longitude 114° 47' E

Sunday June 30th 1861

this day commenced with fresh breeze from E. by S. at 9 AM moderate breeze. at 6 PM at the forelog all sail. middle part moderate latter part light, steering. Latitude 16° 35' S Longitude 114° 31' E

Monday July 1st 1861

this day commenced with a light breeze all sail set steering to the Northward. at 4 PM raised land on the sea tow. (The Island of Sumbava) at 8 PM light breeze on the wind. at taking in all of the light sails. at daylight driving West with a strong breeze

Tuesday July 2nd 1861

commenced with a fresh breeze all sail set steering to the Northward running along the Island of Sumbava at about 8:30 PM anchored of the Town of Bally (Island of Sumbava Sombok) in 7 fathoms of water made out 45 fathoms on the Starboard chain, middle part light air latter part this day will be (but twelve hours long) thirty-six hours. one sea day and one half of a civil day. tall at about 9 AM carried in a raft of water cask and piled it bot there being so much surf on that we could not raft it without endangering our boats

Sailing in the Port of Bally. East India

Wednesday July 3rd 1861

This day commenced with fine weather. with a light land breeze. called all hands at 5 AM and went ashore and got a couple of a rope of water. after breakfast we the Starboard watch on Liberty, employed on board ship stowing down water. before the tides and rain a calmed. the weather here is very warm. the sea breeze flows here most of the day and a land breeze at night. there is quite a breeze here on the beach when the trade wind flows. as the Town of Bally is on the weather side of the Island

Thursday July 4th 1861

This day commenced very beautiful at 4 AM the Starboard watch went ashore on bet Liberty. I employed myself the fore part of the day going along the beach gathering some inferior shells. and before coming on board I gathered a few flowers out of Malaya (the Native of the Island) Graveyard. as for Bally I cannot say much in its favor. the most that there is here is Fruit. Eggs. sweet Potatoes. Sea Coconuts and Bananas. besides getting water and fire

Friday July 5th 1861

This day commenced with a fresh breeze a calm and fine day. a strong of Breeze. latter part fresh sea breeze during the after noon went ashore and carried the cloth to find for a cruise (Note) the women of Bally are very shy of Foreign men for when they see a ship coming especially if a little Groggy they will immediately take up pole for security

Saturday July 6th

This day commenced with a light air off shore at 3 AM. called all hands shore up and made sail. at 1 PM. stowed the Anchors & Chains. this day will be for 12 hours long. ending at 12 Meridian. at 1 PM. the sea breeze came out clear of the land by making the one fresh. while lying in Port we took on board about 100 Fowl + 50 Ducks + 200 Eggs. Sweet potatoes 500 Coconuts 500 Pumpkins beside getting some Bananas and oranges.

at anchor on board Bark Washington Captain Marble

Sunday July 7th 1861

This day commenced with a fresh sea breeze from the S.E. all sail set steering by the wind on the Starboard tack. heading to the S. S. middle and latter part much like the fore part

Latitude 14° 00' S
Longitude 116° 10' E

Monday July 8th 1861

This day commenced with a fresh sea breeze from the S.E. heading to the S. S. middle and latter part much like the fore part. at 4:30 PM came down from aloft and turned in my bunk. Mr. Shumlin standing and watch through the night. at 6 AM took a walk on deck. at 7 AM feel better. at 8 AM strong breeze took in all the light sails. latter part the same as a middle

Latitude 14° 49' S
Longitude 115° 28' East

Tuesday July 9th 1861

This day commenced with a strong breeze Bark under double reefed top sails courses & jib about 8:30 PM double reefed the top sails middle and latter part much like the fore part. at night I stood my watch. so ends this day

14° 30'

114° 50'

Wednesday July 10th 1861

This day commenced with a strong breeze from the Southward & Eastward Bark under double reefed top sails courses & jib at 2 PM took in jib and Spanker Bark heading about South by compass. middle part much like the fore part latter part more moderate at 9 AM took in the jib and Spanker

16° 4'

114° 59'

Thursday July 11th 1861

This day commenced with a strong breeze Bark under double reefed top sails courses jib & Spanker at 8 AM took in sail going to the Northward on the other tack Bark heading about S.E. middle part squally latter part more moderate. at 10 AM took in the flying jib so ends these twenty four hours working to the Southward and Eastward at 2 PM

Latitude 17° 46' South
Longitude 115° 33' East

Friday July 12th 1861

this day commenced with a fresh breeze from the Eastward Bark under whole topsails courses jib and Shamaker at 1 P.M. set the Staysail and Main topsails the Bark heading about S.E. steering by the watch. middle and latter part moderate so ends

Latitude 19° 07' N

Longitude 111° 48' 00" W

Saturday July 13th 1861

this day commenced with a light breeze from the Southward and Eastward steering by the wind heading about S.E. by compass at 3 P.M. got down the fore royal and set the fore & main staysail and put them below, middle part calm at 5 P.M. light breeze from W.S.W. at 8 P.M. the wind about S. took in all the lighter sails Bark heading about E.S.E. latter part strong breeze from the Southward Latitude 19° 11' N Longitude 111° 48' 00" W

Sunday July 14th 1861

this day commenced with a strong breeze from the Southward Bark heading at 2 P.M. S.E. at 7 P.M. S.E. at 4 P.M. saw a Whale called it a Humpback made all sail at 3 P.M. at 6 P.M. strong breeze double reefed the topsails standing two hours on a tack at daylight raised Land. at 9 P.M. commenced to get the anchors of the bow came to anchor about 12 P.M. in 10 fathoms of water saw several Humpbacks during the morning. at 10 P.M. the Starboard & Main boat went ashore came of just before dark bringing of a great quantity of shells and coral stones this day I shall make 30 fathoms long and keep vessel true whilst we lay here Humpbacking

of Rose Mary Island

Saturday July 20th 1861

Whales outside. but without success. about 2 PM the Bark Sagoda arrived here. three men of duty the Third & Fourth Officers and one man forward on account of the former Mr A. H. Bayler having had his leg broken and the latter his arm both doing well. latter saw fresh breeze from the Southward and Westward

Sunday July 21st 1861

this day commenced with a fresh breeze from the S.W. saw no Whales in the day to day. some of our men employed in fishing. saw the Sagoda tow a boat and go in shore. the day within half a mile of ashore

Monday July 22nd 1861

this day commenced with a strong breeze from the East employed the fore part tarring down the rigging the latter part chasing Whales. during the whole of the day I have been troubled with the Tooth ache

Tuesday July 23rd

this day commenced with a strong breeze from the Eastward employed the fore part making out Board between decks and cooping it latter part employed tarring down the main rigging. at 4 PM the Larbar boat went ashore on Green Island after some greens I believe but did not get any one of the men got a number of Gulls Eggs. and some of the men got some shells. to day my teeth have been quite easy. at 1 PM a strong breeze from the Eastward

Wednesday July 24th 1861

this day commenced with a fresh gale of wind of shore and the fore part having sighted a whale. at about 1 PM the ship commenced to drag. about 3 PM called all the Officers the ship nearing the Rocks gradually cleared away the Starboard anchor and paid out 30 fathom on it at 6 PM (day light) the wind made the sea all of a plaster white got breakfast and then sent down the fore & main topmast masts and then the Mast and Mizzen topmasts we hoisted. about 10 AM put the Sagoda anchor

Remarks on Board Bark Haverbrook

At 10 AM Starboard bow and beam on two fluke chains and at 12 AM put the fourth anchor overboard bending on a hawser and two cutting falls we let it go over the side, at 1 PM the wind has abated and the sea has smoothed very much. about 4 PM took up the two small anchors at 6 PM just 6 PM three boats came from the Lagoda in order to take out the ship bow of shore and we commenced to leave shore before getting shore-made all with the exception of the mainsail that was under water, and as she would not take on the offshore tack we let her go on the inshore tack (Starboard tack) and as the tide was setting in she went all clear of the weather point - came to anchor again about 8.15 PM in 11 fathom of water. hauled out about 65 fathoms on the Starboard chain and furlled the sails. latter part fresh breeze again.

Thursday July 25th 1861

this day commenced with a strong breeze from the ESE about 2 AM drop the Starboard anchor. from 8 to 11 AM employed clearing up the ship such as (stowing) lashing up the spars stowing away the hawsers & cutting falls and the two small anchors and clearing up the fore hold. at 12 M the wind moderated and the sea smoothed. at 6 PM I went off on board of the Lagoda and saw Mr. Bayley.

Friday July 26th 1861

this day commences strong as usual (strong breeze). at 10 AM the wind blew a regular gale of wind, at 12 PM hauled up the Starboard chain and found no anchor in it. the shackles shackled having either broken off or given out some other way. employed the afternoon in getting an anchor out of the fore hold and putting it on the fore weight - 1108 lbs and took the end of the cable on deck and made them fast. hauled out the Starboard chain about 65 fathoms. latter part fresh

Saturday July 27th 1861

this day commenced with a fresh breeze at 12 PM, moderate

Sunday July 28th 1861

This day commenced with a fresh breeze from the S.W. quite moderate. saw the Sagoda's boat go ashore.

Monday July 29th 1861

This day commenced with a fresh breeze latter part of the day it moderated. we saw the Sagoda's boat. the wind and tide being so strong that we could make but little progress. and so we made soon came aboard. the latter part of the day is generally quite moderate. and commenced to blow again just before daylight and then commenced to moderate again about 12 M.

Tuesday July 30th 1861

This day commenced with a little less wind than the day previous. saw no boats in day. at 11 AM a boat came along side from the Sagoda.

Wednesday July 31st 1861

This day commenced with a fresh breeze. at 11 AM set up the flying jib stay. during the day we banded the jib & flying jib. and tarred down the head stays. at 4 PM went on board of the Sagoda. during the afternoon took the four boats and swept about two hours for the anchor that we lost but did not find it.

Thursday August 1st 1861

This day commenced with a fresh breeze. latter part light breeze. tried again this afternoon to sweep the anchor but unsuccessful as before.

Friday August 2nd 1861

This day commenced with a fresh breeze from the S.W. (of shore) at 9 AM the Sagoda's boat went ashore. at a boat 1 PM a Native came on board they all go naked just as they came into the world. they live mostly upon warms and when they come on board of a ship they generally ask for bread and knives. their chief conveyance is upon a log of wood. during the latter part of the day swept again for the anchor but without success.

Remarks on board Bark *Acushnet's* Capt. *Charles*
Saturday August 3rd 1861
This day commenced with a strong breeze from the
Eastward. at 2 PM. commenced fishing about 3 PM. Sea board a
few miles out shore and along side. about dark. the
Waist-boat returned without any fish

Sunday August 4th 1861
This day commenced with strong breeze from the
Eastward. at 2 PM. commenced fishing. when there is a
breeze here the air appears to be real cool, the wind
generally commences to blow about 2 or 3 PM. and at 1 PM
gradually goes down until it gets to be a light breeze

Monday August 5th 1861
This day commenced with moderate breeze at 10 AM. at 1 PM.
as usual. no Whales in the bay. and I think
that there is going to be many here this season. at 1 PM
the Waist-boat returned

Tuesday August 6th 1861
This day commenced with a moderate breeze at 5 AM. the
two quarter boats went up to Rosemary Island. at 10 AM.
breeze fell just much like the fore part. about 1 PM.
the boats returned. saw not one Whale outside to day

Wednesday August 7th 1861
This day commenced with light breeze. at 4 AM. the Star
and Waist-boats went outside cruising saw three small
Whales. at 4 PM. the Star boat went in on Grand Island
saw one Whale in the Bay towards night. the boats
outside returned about dark

Thursday August 8th 1861
This day commenced with a light breeze from the
Eastward. hoise up and got underway about 9 AM
steering to the Eastward. the *Seagull* going out a little
before us. This day will be for 12 hours long

Friday August 9th 1861
This day commenced with light breeze from the Eastward
at 2 PM. raised a sail. at 6 PM. we were off Sea Gender
Island (this is Nautical Time)

Sta. North coast of New Holland

Friday August 9th 1861

about 7 AM gamed with the Lagoda and Nassau Capt
Herrenden. the Nassau having just com. from Turtle Island
having taken but one Whale. Captain Herrenden complains
of his Breast. middle part fresh breeze from the S & W
steering N.W. latter part steering N.E. at 4 PM stowed
the anchors & cables. during the latter part sent the
fore & main topgallant mast aloft. latter part moderate

Saturday August 10th 1861

this day commenced with a light breeze from the S & W
steering to the N.W. employed setting up the topgallant
rigging. at 3 PM crossed the fore topgallant yard. about 10 AM
the main topgallant yard. and fixed the Mizzen topmast
and set up the rigging. all hands on deck during the
last two days

1861

Sunday August 11th 1861 11.26

these twenty four hours commenced with a light breeze
from the S & W. steering N.W. employed the fore part
washing ship. at sundown shortened sail. middle part fresh
latter part moderate. at sunrise made all sail set

Longitude 6

Monday August 12th 1861.

these twenty four hours commenced with a moderate breeze
from the Eastward. all sail set steering by the wind
working to the Northward & Eastward. at 6 PM
squared in the yards steering N.W. middle part
steering N.W. S. middle and latter part much like
the fore part

Lat 17.53 S

Long 116.17 E

Tuesday August 13th 1861

this day commenced with a moderate breeze from the
S & W. all sail set steering to the Southward and Westward
middle and latter part. to light breeze. Latitude 16.44 S

Longitude 115.41 E

Wednesday August 14th 1861

these twenty four hours commenced with a light breeze
employed turning in. the foretopmast rigging, middle
and latter part much like the fore part.

Latitude

Longitude

S

E

Remarks on board Bark Hurashonts

Thursday August 15th 1861

these twenty-four hours commenced with a light air from the S.E. steering to the Southward & Westward. about 2 PM lowered for Black fish. about 5 PM saw a spout - at 6 The Ship and stood to the N.W. at 2 AM tack again and stood to the S.W. when one of the men was in the net off rearing the main. but he fell overboard. but soon got him again. and on Friday 13th we had a man to fall overboard the same way but as he was a good swimmer we soon rescued him from a watery grave by the means of a boat. middle part much like the fore part - latter part fresh heading N.W. & W.

191107

119 44

Friday August 16th 1861

commenced with a fresh breeze from the Southward steering by the wind heading N.W. at 1.30 PM took in main top & out sail. middle and latter part strong at 4 PM took in the gaff top sail at 7 the flying jib and mizzen top masts & main top & out staysail

Saturday August 17th 1861

commenced with a strong breeze from S.E. under whole topsails courses jib & Spanker. at 6 PM double reefed the topsails. steering S.W. (middle and latter part) middle and latter part fresh latter part moderate

961158

1091155

Sunday August 18th 1861

this day commenced with a moderate breeze from the Northward steering S.W. at 6 PM hauled out middle and latter part light breeze

941140

1081198

Monday August 19th 1861

this day commenced with a light breeze from the N.W. middle and latter part much like the fore part -

21 96

14611

Tuesday August 20th 1861

this day commenced with a light air from the S.E. at about 3.30 PM lowered the Mast & Surboard boat after some kind of a fish. (which proved to be a grampass) about 4 PM the wind came out from the

off the North West Coast of New Holland

Southward & Eastward. took in the light-sails and made
up the topsails latter part strong breeze steering W. N. W.
(or S. by E) of late when the weather is rough I am apt to be sea
sick I am afraid that I shall never outgrow it, Dear
Song E

Wednesday August 21st 1861

this day commenced with a moderate gale from the Southward
steering to the Westward Bark under double reefed topsails
fore sail & jib. middle part strong latter part moderate, so
ends the day

Latitude 21° 15' S
Longitude 114° 15' E

Thursday August 22nd 1861

these twenty-four hours commenced with a strong breeze
from the Southward & Eastward. at 7 AM we saw a sail steering
to the Northward. at Sundown shortened sail and left to the
wind on the Starboard tack. wind about S. S. E. Bark heading S. W.
at day light made sail steering W. by N. latter part S. W.

Latitude 21° 30' South
Longitude 103° 00' East

Friday August 23rd 1861

this day commenced with a fresh breeze from the S. S. E.
main top sail set at night shortened sail and left to
the wind steering to the Westward. middle and latter
part moderate. so ends this day

Latitude S
Longitude E

Saturday August 24th 1861

this day commenced with a moderate breeze from the
S. S. E. steering by the wind heading about S. W. at
2 PM kept the Bark of W. at night shortened sail
steering North. middle and latter part light breeze

Latitude 21° 00' S
Longitude 101° 40' E

Sunday August 25th 1861

this day commenced with a moderate breeze all sail set
heading to the S. W. middle and latter part fresh

Latitude S
Longitude E

Monday August 26th 1861

commenced with a fresh breeze all sail set steering
by the wind heading S. E. at 10 PM took in main-
top sail

Monday August 26th 1861
latter part fresh breeze so under these twentyfour hours
Latitude 18° 17' S
Longitude 109° 56' E

Tuesday August 27th 1861
these twentyfour hours commenced with a strong
breeze from E.S.E. Bark under (double) whole topsails
courses jib & spanker. at 12M double reefed the topsails
at 10M reefed the foretopsail. at 7PM turned the rigging
out of the maintopsail. steering S.E. by S. Lat 15° 56' South
Longitude 109° 14' East

Wednesday August 28th 1861
this day commenced with a fresh breeze from the E.E.
steering N.E. at 1PM more moderate Breeze. at 10M
in topsail and double reefed fore courses jib & Spanker
at 2.30 PM turned the reefed out of the fore topsail at 4.30
made all sail. middle part squally & later
Latitude 13° 14' South
Longitude 109° 58' East

Thursday August 29th 1861
this day commenced with a strong breeze from E.S.E. all
sail set steering N.E. at 6PM took in maintopsail
at 9 PM in fore topsail at 5 PM made all sail at about 9 miles
this most island came up abreast of it at 12 Meridian 10° 16'
105° 27'

Friday August 30th 1861
commenced with a fresh breeze from the S.E. & later
all sail set at 10M beat the fore topsail
it was taken in small during the middle of the day
arrived at 3 PM and have seen the rest of the day
Latitude S. 10°
Longitude E. 105°

Saturday August 31st 1861
commenced with a fresh breeze breeze all sail at 10 PM
at 2.30 PM raised anchor gave head and night short land sail
going on and on at daylight made all sail and came to
anchor about 1 PM in a lagoon of water and gave
lagoon of chain. This day work is 30 thirty six hours
longest day ever seen in the South Sea and
the most fine day

Wew Bay in one of the East Indies island

Monday 2nd Monday September 1844

the day we moved down we had the harbor with us
after 5 bells during the day they got a number of
and covered during the night about the night.

Monday Tuesday September 2nd 1861

employed to get cutting Wood & Water Mr Hamilton securing
the Wood and Mr Hazard the Water, and the Captain sealing
the Wood off. got two rafts of water to sea 22 cask in the first
raft and 7 in the last raft and the Captain for the first time
went off with the

Tuesday September 3rd 1861

[illegible]

Wed. 5th September 4th 1861

Even on the north shore but. I suppose you saw it that
was a small lot of water which makes it best for
only a few 200 pounds. The latter must be the
two Harbours but full of ^{very} good. I will see you again to be
satisfied by how I will on this voyage.

Thursday September 3rd 1868

employed to day getting of Wood. at 7 AM. brought of a small
box for a shelling and brass. at 10 AM. sent back the 2 small
bells. at 11 AM. brought of all of our fishing collection.

we now have all of our spare rooms filled with coats and
some in the Huber room about 35. have space in all.

I now have about regained my ^{usual} natural strength but I
with the exception of not being quite so strong as usual

11. 11. 1861

be the only thing left of the South Sea
Islands. I am sure I should not have been able to
write you any more, if I had not been able to
write you any more, if I had not been able to
write you any more, if I had not been able to

It is just and we go to all with our hands full
and our hearts full. "and Fort" small, pickings.

marks on road Bark Hwasheer Cape Marble

Saturday September 7th 1861

This day commenced with a fresh breeze called all hands at daylight: cleared deck for getting underway. soon shore and made sail called the anchor about 10 AM and went down to St. Pierre. wind constantly during the day. at 6 PM shortened sail and kept to the wind heading of shore. shortly after, before the wind well along shore came along side and we obtained a few Potatoes of them. at 5 PM two sails in sight one heading to the Southward and Westward. at 7 PM St. Pierre Light bore about S. E. 100 miles distant. kept on to keep heading of shore with the head yards aback

Sunday September 8th 1861

this day commenced with a fresh breeze from S. E. heading of shore with the head yards aback. at 1 PM our ship heading in shore. middle part light baffling air about 4.30 PM came to anchor off the Port of St. Pierre in 10 fathoms gave the Ship 66 fathoms of chain. found the Capt. Sagoda going for having been sent for Sea on 1 day the authorities when having his papers (Ship's Papers) and refusing to give them up. to day we hear of the War between the North & South. The tide runs very rapid here I should judge three seconds. 7 PM it is now now a steady rain storm all hands appear to be rather discouraged disconsolate to night for fear of there not being no Letters here for the Hwasheers

Monday September 9th 1861

This day commenced raining. at 10 AM the boat came from shore (our boat) bringing the Ship's Letters I received them from around St. Pierre. four men went ashore forward the Harbour Master not allowing our Boat to come in to it at a time, and only stop half a day at that

Tuesday September 10th 1861

this day I went ashore on liberty. I staid the fore part of the day and got enough of the shore and came aboard and finished writing. to day we received ^{a quantity} of food of Beans and potatoes and pumpkins, and some

the Port of St. Peter and of 4000. 4. 10. 1861

Wednesday September 11th 1861

employed to day getting of Remains and four men
about my property. This morning I have a letter from
Dr. Sarah Snow of Boston. I might have another
to send by Mail in its place.

Thursday September 12th 1861

The ship was employed to day doing little or nothing
about 3 PM four Boatmen Cooper & three of the Ephraim
went ashore and had a tramp. to day I sent two
letters to the N.Y. one to Henry & the other one to Father
middle and latter sent a very light air and very warm.

Friday September 13th 1861

at 9 AM the Captain came to anchor on board. Then
short and made preparations for sea about 11 AM
under sail and were up standing out in the Straits
this day will be for 12 hours long civil time.

Saturday September 14th 1861

this day commenced with a light breeze from the S.E.
Bark under all sail about 2 PM lashed the anchor and
stowed the Chains at 4 PM took in foretopgallant sail at 6
took in gaff topsail at 6 PM set the foretopgallant sail
steering N.W. by compass at 7 PM took in the mainmast
middle part squalls and raining. at 10 PM light breeze up the
gale and kept to wind heading about S.W. by W. latter
fresh breeze with the N.E. S. S. set

Latitude

Longitude

Sunday September 15th 1861

these twenty hours commenced with a fresh breeze from
S.E. steering by the wind. at 6 PM set the S.E. S. S.
middle and latter part much like the fore part
at 2 PM shifted on the other tack. Latitude

Longitude

Monday September 16th 1861

commenced with a fresh breeze from the S.E. steering

Remarks on Board Bark Aquashonk

Monday September 16th 1861

the wind heading to the S.W. middle and latter
part much like the fore part - Latitude 11 48 S

Longitude 100 5 E

Tuesday September 17th 1861

this day commenced with a fresh breeze from
S.E. heading S.W. by compass. at 10 AM a small
breeze at 1 took in main topgallant sail heading
the latter part about S.W. Latitude 11

Longitude 100 5 E

Wednesday September 18th 1861

this day commenced with a fresh breeze from about E.S.E.
blowing by the wind heading about S and sometimes
S.E. at 2 AM set all the light sails. latter part moderate

Latitude 16 19 S Longitude 100 10 E

Thursday September 19th 1861

this day commenced with a moderate breeze all sail set
blowing by the wind heading about S.W. at 2 AM the
wind backed round about S. to back ship and stood to
the Eastward; at 4 the wind headed as off E.S.E. backed
again and stood to the Southward. latter part fresh

Latitude 11 Longitude East

Friday September 20th 1861

this day commenced with a fresh breeze from the
S.E. Bark heading to the S.W. middle and
latter part strong breeze. at 5 AM took in main
topgallant sail at 4 took in the other light sails and
double reefed the top sails

Latitude 11

Longitude 100 5 E

Saturday September 21st 1861

the twenty four hours commenced with a strong breeze from
from about S.E. Bark heading about S.W. under double reefed
top sails courses & jib & spanker. at 10 AM hauled the reef out of
the top sails latter part moderate

Latitude 14 07 S

Longitude 98 29 E

Sunday September 22nd 1861

this day commenced with a moderate breeze all sail
set blowing by the wind at 4 PM light air heading S.W.
and ship and stood to the Eastward. at 10 AM moderate
breeze from S.W. at 10 AM strong breeze latter part fresh breeze
blowing by the wind Latitude 21 5 S Longitude 98 5 E

From 1st night to Cap. I. wire

Monday September 23rd 1861

This twenty four hours commenced with a moderate breeze from about S S E. all sail set. steering by the wind heading about S S E by N. at 10 AM calm at 1 PM light breeze from S S W. at 4 PM breeze is doubled and we are following on the finger. the ship is now making more than 1000 miles per hour. from 10 AM to 1 PM

Tuesday September 24th 1861

This day commenced with a fresh breeze all sail set. S E by compass. wind from the Westward. Mr Hazard is ill. A night to him extreme pain on account of an illness middle and latter part - moderate breeze } Latitude S
this day is my 264 } Longitude E

Wednesday September 25th 1861

This day commenced with a calm at 3 PM breeze down the log sail and hauled down the Stays and jibs and hauled up the courses, at 6 breeze down the topsails it being a calm and a heavy swell running from the S W at 12 Midnight - made all sail steering S E light breeze from the Westward at 1 PM saw the Main log sail yard. latter part moderate

Thursday September 26th 1861

This day commenced with a moderate breeze from the S S W steering S E. middle and latter part much like the fore part. at 4 PM my back commenced to ache and had all the rest of the day a steady pain no sea sensation Mr Hazard suffers very much of his finger, Latitude S
at 5 PM saw the Finbagger } Longitude E

Friday September 27th 1861

This day commenced with a light breeze all sail set steering by the wind heading about S S E by S. wind from the southward. at 2 PM my back commenced to ache it having ached steady for twenty two hours and have not realized in moments of rest during that time. at 10 PM wind and latter part much like the fore part. at 11 PM saw the Finbagger and stood to the S S W heading S S W wind S S E

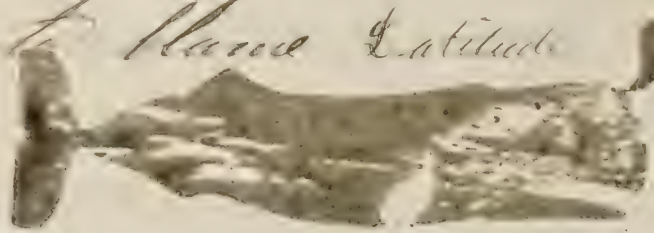
23.04

104.07

Saturday September 28th 1861

This day commenced with a calm. middle and latter part moderate breeze all sail set steering S.E. wind from the West about 6:40 AM raised a school of Sperm Whales on the sea. four quarters about 7. lowered the three Starboard boats the Capt. & Ross Boat started the mist but a little before 8 AM the Ross Boat went bringing up where it ^{tried} ~~logged~~ ^{tried} ~~logged~~ and up and refused duty. I do not know the reason of it. saw one & believe being the same Latitude 29 14 S,

24 12 S
104 37 E



Sunday September 29th 1861

This day commenced with a light breeze. employed during
the day in the whale until dark. have been within 1/2 day
since this afternoon. for the whale were
seen. the whale acted the foolisher - that I
ever saw whales act, as yet. raised the
anchor. better luck, steering to the Northward

Monday September 30th 1861
The day commenced with a fresh breeze & sail in
sight about 10 A.M. landed the Scurlock & Hais
boat both boats going along side of the
two upper wharves but did not place
any & raised. Whales landed the three Scurlock
boats the Hais went on to one started for the
creek landed of, in about one hour I went within
a mile of one but he settled

2256

Sunday October 1874



Tuesday October 1st 1861

employed clearing the decks. about 4 AM the
boats came aboard. and left at 11 AM
at 2.30 the Mast and fore boat hove to. The Mast
crack about 4 AM broke him along side about 1 PM
the Mast acted rather bad stood back over during
the night. latter part employed cutting. soon after the Mast
fell back the foreboard boat came down. the fore boat was at
some distance. the foreboard boat crack this time began to move
could hold they are each time before. Latitude ^{22.34} 22.34 S Longitude

Wednesday October 2nd 1861

employed to up cutting finished about 5 PM. latter part
boiling. this whole the foreboard mast had the fire by the
outboard. Oh if we only had five hundred barrels what a change
it would make in this ship. yes both ends of the
Latitude 22.05 S Longitude 103.58 E

Thursday October 3rd 1861

employed boiling. light wind and pleasant weather steering
by the wind latter part of day had a watch below Latitude 22.55 S
Longitude 104.38 E

Friday October 4th 1861

this day commenced with a fine weather employed boiling
finished boiling about 6 PM latter part calm Lat
22.55 S Longitude 104.36 E

Saturday October 5th 1861

commenced with a calm. employed clearing up decks
at 2 AM light air steering by S. at 2 PM strong breeze
could after the spirits employed the latter part
steering down. Latitude 22.47 S Longitude 104.48 E

Sunday October 6th 1861

commenced with a strong breeze. Dark under easy and
employed stowing down finished about 3 PM. 5 PM
we was about getting through a large stick of wood
on my left foot which bruised it severely so as to be
at 4 PM washed of decks. middle and latter part
like the fore part Lat 22.54 S Long 104.48 E

Monday October 7th 1861

commenced with a fresh breeze at 6 AM raised
a sperm whale about 11 AM the foreboard & main
board employed the whole part during the day

Remarks on board Bait. Aquashonk Sept 2nd

Tuesday October 2nd 1861

commenced with a fresh breeze the Starboard Main-Boat
 commenced hauling. Whales. about 1 P.M. the Main-Boat struck a
 large Whale and struck and got stuck
 the Starboard Boat picked them up and killed the
 Whale took him along side and cut him the body
 in by 7 P.M. at 8 P.M. commenced to take in his
 head Boat under double reefed main-top-sail & fore-sail
 employed clearing away his head Latitude S

Wednesday October 4th 1861

commenced with a strong breeze from the S & E Bark
under double reefed maintopsail & foresail. employed boiling
middle and lower part much like the fore part. at
6 AM close reefed the main topsail. Latitude 30° 10'

Thursday October 10th 1861

this day commenced with a strong breeze from the S. by E
Blew under the reefed Main Top Sail & Foresail. employed
boiling. 10. Vol. 11. my foot is now getting somewhat better
the swelling is going down very fast but it gives me much
pain if I bare any weight on the front of the foot
middle part much like the fore part latter part more
moderate. set close reefed foretop sail. at the end of this day
about finished boiling, leading to the N. by E, Latitude
Longitude &

Friday October 11th. 1861

This day commenced with a fresh breeze from the S. E.
 Bark under double reefed topsails Fore sail jib & 16 S. 16 8 sail
 riddle and latter part much like the fore part—
 employed the latter part stowing down. Lat S
 Long E

Saturday October 12th 1861

This day commenced with a moderate breeze B. & S. and
sable raked topail & fore m. aft sail. employed the fore
at the fore peak so end this day. Lost 18
even to work to day. Long 8

Sunday October 19th 1861

this day commenced with moderate breeze from the East
 Put under whole sail heading to the Eastward at 10 AM
 Tacked Ship and stood to the S.W.

West Coast off New Holland, S. & Broomer

Sunday October 13th 1861

middle and latter part - much like the fore part

Monday October 14th 1861

This day commenced with a strong breeze from the S.E. & heading to the S.W. at 11 AM took up the topsails &

Tuesday October 15th 1861

This day commenced with a strong breeze from the S.E. & bark under double reefed topsails & courses, jib, Spanish & mainboom also reefed the fore topsail. The Captain and one Doctor Alfred W. Silden, quite unwell with the Dysentery, middle and latter part - much like the fore part. at 11 AM were ship heading to the Eastward

Latitude 22° 49' S. Longitude 104° 30' E.

Wednesday October 16th 1861

these twenty four hours commenced with a fresh breeze from the S.E. & Eastward bark under reefed topsails heading about E.N.E. at 4 PM looked ship heading to the S.W. the Captain more unwell to day. the Doctor more comfortable towards night. middle and latter part much like the fore part, the Captain no better. the Hambleton stands by to water upon him night or day when needfull, made no sail the latter part - Latitude 23° 1' South

Longitude 104° 30' E.

Thursday October 17th 1861

This day commenced with a strong breeze from the S.E. & bark under reefed topsails at 1 PM set the mainsail. the Captain more comfortable. at 4 PM appears to be worse. at 10 PM took up the mainsail & 10 PM S.W. Staysail, latter part more moderate

23° 36'

Friday October 18th 1861

This day commenced with a fresh breeze, fresh breeze from the S.E. & bark under double reefed topsails & courses, jib, Cap. more comfortable to day. at 4 PM were ship and stood to the Eastward heading about E.N.E. at 7 AM were ship and stood to the S.W. at 10 AM made all sail intending to make some Port in Australia, the Captain appears to be growing worse, latter part strong breeze from about S.E. & E.

Latitude 23° 05' S

Longitude 104° 30' E

Saturday October 19th 1861

this day commenced with a fresh breeze from S S E Barb under
main top and sail. steering by the wind heading about S W by W
at 10 wind South was ship and stood to the S S E. heading
S E. at 12 we were in fresh water (home water) middle
and latter part moderate breeze. Mr. Charles heading
the Starboard Watch and navigating the Ship, and
I head the Starboard Watch. Mr. Hamblen taking care of
the Captain and Mr. Haggard sick of ship with a pilot
the Captain a little more comfortable to day, Latitude 29.49 S
Longitude 104.49 E

Sunday October 20th 1861

this day commenced with a fresh breeze all sail at starting
by the wind heading S E by compass. wind S S W middle
part more moderate latter part strong breeze from S S E.
and heading East on the Starboard tack at 12 position latter
ship and stood to the S S W. the Captain gradually feeling
growing weaker weaker, all the time there is some danger
danger apprehended as regard to his recovery Mrs. Marble appears
to bear up under it ~~more~~ much better then could be expected

Latitude 21.20 S Longitude 106.20

Monday October 21st 1861

commenced with a strong breeze from S S E Barb under
all sail heading S S E by compass. middle and latter part
moderate breeze, we make but little progress towards any
Port the wind being ^{right} ~~at~~ a head, the Captain gradually fails
any thing is done for him that we know how to do

Latitude 24° South

Longitude 108 East

Tuesday October 22nd 1861

this day commenced with a light breeze varying from S S E
to S S W Barb under all sail but making little progress
towards any Port. the Captain has given up all his hopes
of ever getting well. It is heart rending to see what
pains he undergoes, and suffer so patiently he appears
to be resigned to the Lords will, Latitude 25.11 S

Longitude 105.3 E

Wednesday October 23rd 1861

this day commenced with a moderate breeze all
day the fore part heading S the latter middle
and latter part heading heading about S S W

Wednesday October 23rd 1861 Sea time at 22 miles
about 1 PM as I was writing up my Log Mr Hambleton came
in of the sick room and told me the Captain was dying
immediately I took my book and went to the Sick room
where I found the Captain experiencing most terrible pain
in the hand of death was there although very sensible he
first spoke to me and then I spoke to him. He told me that
he was almost gone that he could not live until morning. He
told that he was Resigned (oh what a consolation to his Wife
Miss Child). But his Wife & Child it was hard to leave them
as it was among strangers he had a few more words with me in
which he asked me to be kind to his Wife, and then he requested
the Officers not to be called down as he wanted to spend concerning
the voyage, the all being down there he appeared to direct his
conversation to Mr Cleaveland we being in their presence. He
first gave directions concerning his corps - his wish to have ^{remains} ~~it~~ ^{preserved}
per preserved in Siquar and that it should be carried home in this
vessel and that Mr Cleaveland should join to Port and then
proceed home with the vessel, that he should also write to the
Agent of the Bark and also that he should take good care of his
Wife & Child which Mr Cleaveland promised to protect ^{with his} ~~his~~
^{own life} ~~own life~~. He closed by saying that he was in so much pain that
he could say but little, and finished by saying may God be
with you all. He requested me to inquire for Georgy (his little Boy)
and gave him a Dying Fathers counsel & advice, I believe the
which stood around his Death Bed shed Tears of sorrow for him
Mrs Marble bears up under the burden much better than
could be expected under the present circumstances.
Georgy Promised to try to fulfill his Fathers Dying request which
I hope he may be able to fulfill by the help of God.
He departed this life about 10.30 PM aged 47 years 11 months
8 22 days

Latitude 26° 08' South
Longitude 104° 36' East

Reineke on Coast R. R. Fairbank

Letter to C. A. Smith

The ... with ... 12.8
 ... there appears to me to be nothing ...
 ... around the Captain is - you - but I can not make
 in the paper is a work - making a Bay ... him ...
 ... the Cleveland had the large part in the Bay.) ... Bay ...
 ... inside with a coat of white lead and then lined
 the ... covered with canvas the bay being painted outside and ...
 ... as it could not be kept any longer with safety ...
 ... latter part much like the fore part ... 26, 40
 ... placed overhead under a boat. I think longitude ...
 ...

Friday October 25th 1861

[illegible]

Saturday October 25th 1861

Saturday October 26th 1861

The gun commenced with a fresh breeze back under topsails
 lower. jib & Spanker. at 10.16 raised the fore topsail at 4 the same
 at 11 started the back rope on the fore topsail stand it
 up well. The fore topsail came on it covered in 10 minutes.
 At 11.16 took out water middle and latter sea
 being deep. Four men & dolt on account of sickness.
 The whole looks like a woman of much sorrow. I think
 we are to see what she undergoes. There appears to be a gloom
 spread all over the ship. For more especially at 11 it seems
 as if the head of the family was gone. Latitude $27^{\circ} 16'$
 Longitude $105^{\circ} 26'$

Sunday Octob 27 7 1861

The river mouth with a fish weir from the S.E.
into the lake just below the low water mark
in the drainage area, most of the surface has latitude 28° 18' N
Longitude 114° 17' W

On the West Coast of New Holland
Henda Calder
The day commenced with a fresh breeze from the S.E.
Bark under all sail heading to the Eastward. at 4 PM last
ship and stood to the Southward & Westward. middle
latter part moderate breeze latter part heading to the S.W.
Latitude 29 15 S Longitude 104 40 E

Tuesday October 29th 1861

this day commenced with a fresh breeze from the S.E.
Bark under all sail heading to the Eastward. at 4 PM last
ship and stood to the Southward & Westward. middle
latter part moderate breeze latter part heading to the S.W.

Latitude 30 5 South Longitude 103 40 East

Six days

Wednesday October 30th 1861

this day commenced with a light breeze from the S.E.
Bark under all sail heading to the S.W. most of the
twenty four hours. time appears to wear away very slow
if we only have something to take up our mind & time
it would be different. Latitude 31 40 South Longitude 102 50 East

Thursday October 31st 1861

this day commenced with a light air from the South
Bark under all sail heading to the S.W. at 10 AM last
ship and stood to the S.E. at 1 PM last ship and stood to
the S.W. middle and latter part much like the first
part of the day would { Latitude 31 05 S Longitude 102 25 E

Friday November 1st 1861
Forty Eight-Bark day. This day commenced with a fresh
had laid S. squalls at 7 PM, strong breeze at 10 PM had an
if bad weather double-reefed the topsails and hauled up the
courses but it did not amount to much. at daylight
all sail heading about S.W. by compass. latter part fresh
breeze. before to day that the Box which contains Captain's
remains had commenced to leak a little. Latitude 32 30 S
Longitude 101 40 E

Saturday November 2nd 1861

this twenty four hours commenced with a fresh breeze from
the S.E. at 10 AM last ship and stood to the S.W. during the after-noon took in the light sails
and secured main-logs and other middle and latter
part - light breeze
33 26 109 45

Remarks on board Baité Awasonté

Green, 11 Dec. 1881

the morning with a calm. at 3 PM light breeze from
 the N.W. steering E.S.E. - coast at 7. fresh breeze
 from the N.W. Latitude 33.50 South

Latitude $23^{\circ} 50'$ South

Longitude 105° 28' E. as 1

Monday November 4th 1861

His ship came married with a strong breeze from S & W
and sail starting ESE by compass. at 12 noon
was in latter part of night. Latitude 24 37 South

I believe must have

Longitude 107.52 East.

Sweden, November 5th 1861

[illegible]

Latitude $83^{\circ} 48'$ South Longitude $118^{\circ} 5'$

Wednesday November 6th 1861

This morning our hours commenced with a moderate breeze from
SSE & rain. ESE, at 2 PM. saw the Main range of Alps
for the first time set in middle and latter part of morn.
at 10 PM. saw at 10 PM. set the Fore Top of Mt. St. Helens
near this way. Latitude 34, 26 N.

Latitude 34, 26'

Longitude 111° 14' E

Thursday November 1st 1861

From our hours commenced with a moderate breeze
on the N.W. all sail set steering ~~East~~ middle and latter
much like the fore part - except in ship's drag.

Latitude 24ⁿ South Longitude 114²⁸

Friday, November 25/1861

This day commenced with a fresh breeze from the N. E. toward
the fore part working ship. at 5 PM raised Land
(Lake Naurualing) at 8 PM shortened Sail and kept to the
wind at 12. had a severe squall, at 3.30 AM squared the
tack and kept her off before the wind, at 5 PM
went to anchor in a Geograph Bay of the Town of Nassi
in four fathom of water, and gave her 60 fathom of
chain, and sent the Starboard Boat - went ashore (N B). This
day was well. be there we have long

In Geographe Bay November 7th 1861

Friday November 8th 1861

while coming up the Bay a boat (which had come along side from the Fishery) we learned that they had been a long time - season - here for a whale this fisher had caught before, a Hump Back

Saturday November 9th 1861

employed to day getting of a raft of water and washing ship, about 2 PM Mrs Marble went ashore

Sunday November 10th 1861

this day commenced with a fine breeze of shore the Starboard watch ashore on a run. to day I finished a Letter I intend to send home,

Monday November 11th 1861

this day commenced with a fine weather, during the day part of the day got a small raft of water. the latter part employed setting up rigging. at night I went ashore and spent part of evening with an Elder Lady (Mrs. Bryant)

Tuesday November 12th 1861

this day commenced wet and foggy I employed a part of day to wood work in the rigging. at 2 PM quit work on account of rain

Wednesday November 13th 1861

employed to day working in the rigging, the weather was squally with frequent showers of rain

Thursday November 14th 1861

this day commenced squally I employed the fore part to work in the rigging the latter part repairing the foresail, at night I went ashore enjoyed myself very much to see the harbor and the fortward

Friday November 15th 1861

employed to day repairing the Foresail & Mainsail, when weather permitted one watch got ashore at night

Saturday November 16th 1861

this day commenced cloudy the wind from the north and signs of a blow, finished this morning scuttaring under the foremast clearing up decks, at 7 PM fresh breeze from the N & W. so we went ashore at night. Mr Hazard and myself went to night at 11 AM the boat I had commenced to draw up the Starboard anchor and had our spinnaker and the Starboard sail

11
Geograph Bay. November 17th 1861

Sunday November 18th 1861

This day commenced with a fresh gale of wind from N.W. with heavy squalls of wind with rain. Ship lying with two anchors ahead during the middle part. The ship dragged some. at 10 AM commenced to send down the royal yard & topgallant yards and hoisted the topgallant mast, about 2.30 the Starboard bow went ashore and brought off the Captain, about 5 fine. Saw the cutting post on the deck for wind sent it over the starboard bow, and paid out forty five fathoms on the Starboard chain. at 9 fine weather wind from the westward

Monday November 19th 1861

This day commenced with fine weather wind from the N.W. at 8 AM commenced to send the topgallant mast aloft and got up the rigging, at 1 PM. hoisted the Starboard anchor and took up the deck for at 1 PM hove in on the Starboard chain and dropped the Starboard anchor and paid out chain again

Tuesday November 20th 1861

This day commenced squally. about 1.30 PM hove up and hauled the anchors. steering for the mantle. came through the night North West

Wednesday November 21st 1861

This day commenced with a light breeze back under shifts and passed at 10 AM 7 AM sent the main topgallant yard aloft at 4.30 PM took the Pilot on board. at about 1 came to anchor in 44 fathoms of water. brought down one passenger from St. John's Miss Earnshaw

Thursday November 22nd 1861

This day commenced with fine weather nothing worthy of notice to note. The "all" hands has got a bad cold the day I turned in and took a good sweat sweat sweat

In month September 21st 1861
Friday September 21st 1861

This day commenced with a fine breeze from the Starboard Hatch ashore on Liberty, about 10 o'clock but little breeze ashore for 2 o'clock, the Hatch now has been changed from the Starboard to the Starboard Hatch.

Saturday September 23rd 1861

This day commenced with a fine breeze of shore the Starboard Hatch ashore on Liberty, at 3:30 PM the carpenter brought of the Boy to put Capt. Martles Corp. in, and commenced to make a new Boy to put over the old Boy.

Sunday September 24th 1861

This day commenced with a fresh breeze from the S. Westward, the Starboard Hatch was ashore this morning and it came on to blow so that a boat did not come in after us, and so we all had to stay ashore all night, this being the first night we have been out of the Boat since we sailed from home. during the day attended the Congregation Church, and also the Sabbath School, and as they were short of a teacher I heard them ^(looked a case) decide upon to give them a little advice they appeared to be quite attentive, the Pastor of the Church is Mr. Johnson some years previous to this he was a Missionary to Tahiti.

Remarks on Board Bark Harashon

Monday Nov 25th 1861

This day commenced with a fine breeze of shore the Starboard Hatch on shore on Liberty, we will fresh breeze, to day the Men came from shore and made up the Bar (the logs)

Tuesday November 26th 1861

This day commenced with fine weather, this morning when the Starboard Hatch came aboard we found that Three men had deserted and stole after one of the Starboard Hatch while on duty, their names was as follows. Johnson, Frank, Peter, & John, to day I mailed two Letters one for Vase & one for M. J.

Wednesday November 27

This day commenced with fine weather at 10 AM fresh breeze, at 12 ship four men and brought them off, about 3 PM the Captain came off on board, and then we saw the tallies Colours for the Pilot he came on board about 3,30 and the water Police after the Pilot, then we started the ship commenced to heave up after having been in action within 10 fathoms (then being under way on) the Pilot's gun for back and one broke, gun for a change again and let her live.

Thursday November

these twenty four hours commenced with a light breeze employed repairing the Windles, the Blight with ashore repairing the Iron work, at 3 PM the Windles all fixed got to strong a breeze to try to get under way the middle part of this day I have been troubled with the tick of the Disenters

Friday November 29th 1861

This day commenced with light breeze at 10 AM we saw the colours for the Starboard Hatch at 4 got under way the Starboard Hatch soon left us, got under way with the fore and aft sails called the greater and then made sail

Sailed from the mouth of the Amazon for M. J. Thompson
November 29th 1861

Freemantle November 28. 1861

Saturday November 30th 1861

This day (Sautile Time) commenced with a fresh breeze from the SSW Bark steering WSW. soon after getting underway sent the Foretopgallant yard aloft on the 29th choose watches, taking one of the men (known by the name of (Clerly) for a Boatswain to mend the Hambley. We now have set the three sails on the crains. middle and latter part strong breeze

Latitude 30.34 South Longitude

Sunday December 1st 1861

this day commenced with a fresh breeze all sail set steering WSW wind about S.E. at 2 PM. with topsails studding sail. middle and latter part more moderate.

Latitude 29.30 S

Longitude 108.46 E

Monday December 2nd 1861

This day commenced with a fresh breeze all sail set steering WSW reemployed the latter part making our water as much as we could up the main royal yard.

Latitude 28.47 S Longitude 108.58 E

Tuesday December 3rd 1861

This day commenced with a moderate breeze all sail set steering WSW at 1 PM. at the main royal. middle and latter part much like the

Lat 28.10 S

Long 103.59 E

Wednesday December 4th

this day commenced with a moderate breeze from the S. by E. all sail set steering WSW middle and latter part much like the former part

Latitude 28.12 South

Longitude 101.51 East

Thursday December 5th 1861

this day commenced with a moderate breeze from the Southward, all sail set steering WSW at 1 PM. wind about S.W. at night we were making good when wind & weather will permit day time taking it in with the latter storm (must heads)

Latitude 27.36 South

Longitude 106.07 East

Remarks on board Bark Aqueduct 44 B
Friday December 14th 1861

this day commenced with a moderate breeze from
S.W. steering N.W. all sail set at 2 PM strong breeze
at 2 AM Bark under heading about N.W. by W.
middle and latter part much like the
fore part latter part strong breeze at 2 PM 3 PM
Longitude 97.21

Saturday December 15th 1861
this day commenced with strong breeze all
sail set steering by the wind heading
about N.W. by W. middle and latter part moderate
breeze from the S.W.
Latitude 25.40 S
Longitude 95.22 W

Sunday December 16th 1861
this day commenced with a fresh breeze from
the S.W. Bark under all sail steering by the wind
heading to the N.W. the Carpenter completed
a topmast studding sail boom middle and latter
part moderate
Latitude 25. S
Longitude 9 E

Monday December 17th 1861
this day commenced with a light breeze all
sail set the fore part steering by the wind at
2 PM wind came W. two sails in sight
middle and latter part much like the fore part
Latitude 25.05 South
Longitude 92.42 East

Tuesday December 18th 1861
this day commenced with a light air from
the S.E. all sail set steering W. middle and latter
part much like the fore part
Latitude South
Longitude East

Wednesday December 19th 1861
this day commenced with a calm or 3 PM
a school of sperm whales middle and latter
part light air
Latitude South
Longitude East

Thursday December 20th 1861
this day commenced with a light breeze from
the S. steering N.S.W.
Latitude South
Longitude East

Two sails in sight

One sail

in sight

Charland, Mass. from Inmouth to Cape Cod Head

Friday December 13th 1861

this day commenced with a fresh breeze from the S & E all sail set steering N by N. at 1 PM the boat was seen forward and another man hauled his place from forward, at 6 PM saw a sail of the U. beam steering nearly the same as we were, middle and latter part much like the fore part Dec 27th

Latitude 41. Long 65.00 E

Saturday December 14th 1861

this day commenced with a light breeze from the E & S all sail set steering N. by N. middle and latter part much like the fore part Dec 27th

Long 65.00 E

Saturday December 15th 1861

this day commenced with a moderate breeze from the Eastward, all sail set steering N by N middle and latter part much the same Latitude 27.27 N

Longitude 65.00 E

Sunday December 16th 1861

light winds from the Eastward all sail set steering N by N according to the wind. at about 1.30 PM seized the boat up in the rigging because he refused to go into the Gally to work at about 4.30 PM cut him down. Mr. Hazard employed repairing a stove on board (the Exp. Mast boat) so ends this day Latitude 27.27 N

Longitude 65.00 E

Tuesday December 17th 1861

this day commenced with a light breeze all sail set steering N by N. middle and latter part much like the fore part Latitude 27.27 N

Longitude 65.00 E

Wednesday December 18th 1861

this day commenced with a light breeze from the Eastward, steering to the N. by N. Latitude 27.27 N

Longitude 65.00 E

Thursday December 19th 1861

this day commenced with a moderate breeze from the Eastward steering N by N. Latitude 27.27 N

Longitude 65.00 E

December 13th

quite fine sailing for a while

Remark on board Bark Sparrows 1861

Friday December 21st 1861

this day commenced with a good breeze from the N.E. all sail set steering N.W. by W. middle and latter part much like the fore part - Lat 25.00 S

Longitude 66.45 E

Saturday December 22nd 1861

this day commenced with a moderate breeze from the N.E. all sail set steering N.W. by W. middle and latter part the same Lat 25.00 S

Longitude 70.45 E

Sunday December 23rd 1861

this day commenced with a fresh breeze from the Northward all sail steering N.W. by W. middle and latter part much like the same no observation to day.

Monday December 23rd 1861

this day commenced with a moderate breeze and frequent squalls of rain. at 8 AM took in the light sail and hauled up the mainsail. at 1 PM set the Main top sail and middle and latter part much like fore part all sail set steering N.W. by W. Lat 24.40 S

Longitude 66.30 E

Tuesday December 24th 1861

this day commenced with a moderate breeze from the Eastward all sail set steering N.W. by W. middle and latter part strong breeze but right aft, Lat 24.55 S

Longitude 64.00 E

Wednesday December 25th 1861

this day commenced with a strong breeze from the Eastward all sail set steering the fore & middle part N.W. by N. latter part N.W. by W. for sail in sight latter part a heavy sea swell running Lat 24.21 S

Longitude 61.30 E

Thursday December 26th 1861

this day commenced with a strong breeze from the East all sail set steering N.W. by W. for sail in sight middle and latter part squally

Latitude 24.00 S

Longitude 61.30 E

Lat 24.00 S Longitude 61.30 E

3 Cap. Cleveland. from Portsmouth to East Cap

Friday December 21st 1861

this day commenced with a strong breeze from the E. weather at 8 AM. strong rain, middle and latter part much like the sea same latitude

Longitude 52.48 E

Saturday December 22nd 1861

this day commenced with a fresh breeze from the E. all sail set, strong 11 AM middle and latter part much like, more moderate

Latitude 24.40 S

Longitude 52.48 E

Sunday December 23rd 1861

this day commenced with moderate breeze all sail set which will draw middle and latter part much like the sea

Latitude 25.15 South

Longitude 52.48 E

Monday December 30th 1861

this day commenced with a fresh breeze all sail set during 11 AM. at 3 PM raised a sail after spoke the Barque Brunswick of Dartmouth was out 5.90 & 10.10 AM. spoke latter part of day from middle middle and latter part fresh breeze middle and latter part much like the sea

Latitude 25.15 South

Longitude 48.35 E

Tuesday December 31st 1861

this day commenced with a fresh breeze from the Eastward all sail set during 11 AM at 5 PM spoke the Barque Brunswick of Dartmouth 25 months out 7.00 AM 5.90 & 10.10 AM. the first 11 AM ship that we have seen since we were in Agaña (Lagoa) the name of the ship is the Barque of Dartmouth

Latitude 26.15 South

Longitude 45.58 East

Wednesday January 1st 1862

this day commenced with a strong breeze from the E. all sail set during 11 AM all sail set middle part like the sea latter part more moderate

Latitude 26.15 S

Longitude 43.27 East

San Diego - Feb. 10 - to day
General Summary of the voyage of the

94
R. 110 on board Bark New York 1862

Thursday January 2nd 1862

This day commenced with light moderate breeze from the S Eastward at 6 AM wind SE, all sail set steering W S W? middle part much like the fore part - at 11 AM strong breeze from S S W Bark heading about W. Latitude 29 10 S Longitude 41 29 East

Friday January 3rd 1862

This day commenced with a strong breeze at 8 AM took in the topgallant sail & flying jib and doubled up the topsails, at 1 PM we met a Norwegian Brig. Steaming about N E N E. flying Hamburg colors, at 10 AM moderate breeze, all sail set the latter part Lat 29 50 S Lon 47 Longitude 41 48 East

Saturday January 4th 1862

This day commenced with a moderate breeze from the S W steering W S W all sail set, latter part light air, winds Latitude 28 5 South Longitude 37 48 East

Sunday January 5th 1862

This day commenced with light air from the S W all sail set steering by the wind heading to the S W? middle and latter part, moderate middle and latter part steering W S W, one sail in sight, steering about W, she appears to be quite a large ship but a very tall and sailor, if any thing I think that we are a little the best sailors Latitude 20 45 S Longitude 36 29 East

Monday January 6th 1862

This day commenced with a strong breeze from the S W steering W S W at 1 PM commenced to take in the light sails, at 11 AM kept nothing out but two double reefed topsails. Fore sail and the two lower staysails, the night was extremely dark with almost constant lightning, but not very fast nor bright at 11 AM the wind blew very strong and the weather cooled very threatening with light rain about 12 Midnight - cloud up

one sail in sight

96 Remarks on board Bark Albatross 1862

Thursday January 9th 1862

this hour four hours commenced with a calm
employed the fore part repairing the Mizzen top masts
middle and latter part moderate breeze from S.W.
during these hours

Latitude 32.25 S
Longitude 32.25 East

Friday January 10th 1862

this day commenced with a moderate
breeze from the Eastward, all sail set stirring
the foremast, at 6 AM caught a Pacific
a few days on, this day commenced hazy & cloudy
during the first watch took in the light sail
and double reefed the fore top sail and pulled
the mainsail. The middle part of these twenty
four hours was very disagreeable the weather
dark and cloudy with much lightning, and
very little wind at daylight made all sail
wind from the S.W. later part Breeze heading
about N.W. by compass. Latitude 32.58 South
Longitude 36.43 East

Saturday January 11th 1862

this day commenced with a moderate breeze
from the S.W. all sail set stirring by the
wind, middle part light latter part strong
at 5 AM furled all the light sail, called the
watch up, down below and double reefed the
fore top sail, but afterwards turned one reef
out of the fore top sail and set the main top
sail between the squalls, at 12 Meridian
the squalls were about 30 minutes between each
other, that La Two Sails in sight, no observation
to day, at 6 split the flying jib & mended
it and mended it

Sunday January 12th 1862

this day commenced with a strong breeze
from the S.W. Bark under reefed fore top
sail, at 3.30 PM raised anchor and
South Eastern coast of Africa got 4 miles
off and double reefed the top sail

See page 96
at 9.21 AM

See page 96 in sight stirring to the S.W.

Cape Cleveland. From Fremantle to East Cape

Sunday January 12th 1862

heading of shore. middle and latter part moderate and steady breeze. at 1 PM were ship in sight of shore. at daylight at 4 AM I set with a heavy dead beat at sea running on several miles in sight to day so ends the day Latitude 36° 08 S

Monday January 13th 1862

this day commenced with a moderate breeze from the S.W. ship picking very heavy. at 6 AM the S. V. sail main sea at 1 PM main sea at 4 PM in 1 PM main sea at 4 PM at 5 PM quite smooth. steering N. S. W. by compass wind about East. Latitude 36° 08 S Longitude 24° 02 East

Tuesday January 14th 1862

this day commenced with a good breeze from the Eastward steering N. S. W. all sail set. several sails in sight. After in order to give the old bark a washover her just due I will here mention that she rather needs ^{about} twist every vessel that she has come out to do. middle part light. latter part strong from the Westward. first a Frenchman (bark) steering very crooked at 1 PM saw her take in top and sail courses and close down the topsails, probably her steering apparatus was out of tune. Latitude 35° 30 South Longitude 21° 15 East

Wednesday January 15th 1862

this day commenced with a fresh breeze from the Westward. at 9 PM wind about S. S. W. set the main sea at 10 PM the S. V. M. steering in middle and latter part light breeze from the Eastward three sails in sight steering N. S. W.

Latitude 35° 32 South

Longitude 19° 34 East

Thursday January 16th 1862

this day commenced with light breeze from the S. S. E. at 4 PM breeze sharp up steering N. S. W. at 2 PM saw two Hump Backs. middle and latter part smooth calm. at 11 AM caught a Sun Fish Latitude 35° 13 S Longitude 18° 26 East

saw two Hump Backs a regular large horse for sailing to day

Remarks on Board Bark Washington (J. L. Brown)

Friday January 17th 1862

A Dream

This day commenced with a light breeze from the Southward all sail set, steering to the S.W. I had a very sensitive Dream (at this afternoon at 4.45 when in the Latitude of 35 13 South Longitude 141 26 East - I thought I was at home, of meeting my Father of a blessing a kissing and of a sacrifice on my part of a confession on there part, on upon a path bed and the other side of the side of it. This is the first time I think that I have ever dreamed of Elizabeth this way, middle and latter part much like the good part

Latitude 18 26 S
Longitude 94 48 East

Saturday January 18th 1862

Five Black Fish

This day commenced with a moderate breeze from the S.W. steering to the S.W. I saw and signaled a T-sail Schooner (English) middle and latter part light breeze from the S.W. three sails in sight, about 11.45 lowered the three boats after Black Fish. The quarter boats each caught two whilst the main caught but one. This was the first Black Fish that I was ever fast to since I have been going whaling, which was eight years last 9. 1. 1854 in under the twenty four hours, Latitude 16 South

Longitude 98 30 East

Sunday January 19th 1862

This day commenced with a moderate breeze from the S.W. steering to the S.W. I employed the fore part clearing away Black Fish, middle part fresh breeze all sail set at 3 PM I was quite sick (a sick head ache) went below and slept until 7 PM and then felt somewhat relieved. employed the latter part minding Black Fish. Latitude 17 35 S

Longitude 94 50 E

Monday January 20th 1862

This day commenced with a moderate breeze from the S.W. steering to the S.W. I employed the fore part clearing away Black Fish, middle and latter part much like the fore part employed the latter part minding Black Fish. Latitude 15 20 S

Longitude 94 00 E

Bark - foras hunter Capt (Landed 35)

Monday January 27th 1869

middle and latter part much like the fore part. on this day Latitude $16^{\circ} 16'$ S

Longitude $18^{\circ} 50'$ East

Tuesday January 28th 1869

this day commenced with a moderate breeze from the Southward, steering N.W. by N. middle and latter part much like the fore part Latitude $17^{\circ} 35'$ S

Longitude $17^{\circ} 35'$ W

Wednesday January 29th 1869

this day commenced with a moderate breeze from the S.E. all sail set steering N.W. middle and latter part much like the fore part

Latitude $16^{\circ} 41'$ S

Longitude $21^{\circ} 39'$ West

Thursday January 30th 1869

this twenty four hours commenced with a moderate breeze from S.E. steering N.W. all sail set then with rain, at daylight rained S. S. E. by S. middle and latter part much like the fore part - at 12 Meridian nearly up to the Land

Friday January 31st 1869

this day commenced with a moderate breeze from the S.E. running along shore (St Helena) about 1.30 PM. left to of James Town, and sent a boat ashore, to take in the light sails and stood off shore. just before dark the boat came from shore (our boat) with orders to lay off and on during the night. the night was very dark and disagreeable, passed two sails passed at during the night. The most danger lying off and on to this Island is getting run down by passing vessels as they all pass very near the Island and generally with a strong breeze. the following morning thick and raining about 8 AM was the Starboard boat ashore, I went in with it but was somewhat disappointed in the looks of the town. but it is a very strong fortified with heavy Guns, and many soldiers (English)

at St Helena 31st January 1869

off and on St Helena January 31st 1862

Saturday January February 1st 1862

This day commenced with a strong breeze from the N. E. the bark laying off and on St Helena at 9 AM the starboard boat went ashore, and I went to see the enclosed Island, on which the great French Wars died. This Island is fortified very strong, I should think it is impossible for any force to land and take the island, during the latter part of the night about 4 AM the boat came from the shore with a female on board (a native of the Island) as an attendant for Mrs. W. in case of sickness, the yards steering N. W. under easy sail during the night, at daylight made all sail, middle and fore part much like the fore part

Latitude 14.00 S
Longitude 7.28 E

Sunday January February 2nd 1862

This day commenced with a moderate breeze from the Eastward all sail set steering N. E. middle and fore part much like the fore part two miles in sight

Latitude 13.00 S
Longitude 7.13 E

Monday February 3rd 1862

commenced with a moderate breeze from the S. E. all sail set steering N. E. middle and fore part much like the fore part

Latitude 11.25 S
Longitude 11.2 E

Tuesday February 4th 1862

These twenty-four hours commenced with a moderate breeze from S. E. all sail set steering N. E. middle and fore part strong N. E. the fore part down the rigging,

Latitude 9.50 South
Longitude 12.35 East

Wednesday February 5th 1862

This day commenced with a moderate breeze from the S. E. all sail set steering N. E. middle and fore part much like the fore part

Latitude 8.40 S
Longitude 13.40 E

February 2nd and 3rd the sails in sight for the first time since 11 AM at 11 AM

Remarks on Board Bark, *Awashonke*

12

Thursday Feb 21 1862

This day commenced with a pleasant breeze from the S.W. steering N. by W., about 3 P.M. raised Land (Ascension) completed our time in the rigging, we sundown with the wind, and were in the night with, middle and latter part much like the former, Lat 7.40 S,

Longitude 149° 26' E

157

Friday February 11th 1862 Long

This day commenced with a moderate breeze from S. E. & all sail set standing to the S. W. & running along the Island of Ascension leaving it on the Star board hand, saw two ships lying there to anchor (Probably English Man of war) middle and latter part much like the fore part - one sail astern, so ends Latitude 5

Latitude

Longitude

Edw -

Saturday, February, 5th 1864

This day commenced with moderate breeze all
sail set - storing A.M. employed ratting down the
rigging: middle and latter part strong breeze

Latitude 41° 41' S

Longitudinal 1745-1815

Sunday February 9th 1862

This day commenced with a fresh breeze from the S. E., all sail set, steering S. by E. The fore part of this day finished tacking the rigging middle and latter part moderate S. at 2.51 P.

Longfellow 19th 39 //

Monday February 10th 1862

this day commenced with a moderate breeze from the S. East with set steering N. E. by E. 1/2 N. Latter part latter part - squally and a strong breeze from S. E. employed repairing the Foresail, two sails in sight from aloft, so ends this day. Latitude 1, 21 S

Latitude 1, 21 S

Longitude 91 28 7

Longitude 11

This day commenced with a fresh breeze from the N.E. all sail set, starting about 10 A.M. employed sparring the fore sail at 4 P.M. and at 5 P.M. wind fresh middle and taller part - moderate breeze. Lat 16, 15 N.

Longitude $99^{\circ} 29' 15''$

on face in sight

E. Hoff M. T. Gering & J. A. Lehn Ascension Island

Sweden with not the
Equinoctial Line

23
Sight of Ascension February 13th 1862 G.L. Bowman

For the Graduate S. L.
February 13th 1862 Four sails

Wednesday February 13th 1862
these twenty four hours commenced with a moderate
breeze from the S.W. during the fore part of the day
latter part light air, Latitude 12° 25' North
Longitude 23° 44' West

Thursday February 14th 1862
these twenty four hours commenced with a light
air from the Southward, steering the fore part of the day
North, although some times very fast, for still there
appeared to be sad for boding of our success, for long but
Oh - may I be prepared for the coming event, let what
ever - may - be, Mrs. Father being in the ()
middle and latter part light air with frequent
squalls of rain, steering N. W. we have lost the S.E. trade
Latitude 14° 18' North
Longitude 24° 14' West

Friday February 14th 1862
this day commenced with a very light air, steering
North, middle and latter part very calm
light air at times all around the compass
employed the latter part washing the inside
of the cabin.

Saturday February 15th 1862
this day commenced with a calm and rain
about 3 P.M. heard after Black Fish, the Main
Boat struck and killed one boat - lost him
either by a shark or else the iron drawn
latter part steady rain one sail in sight Lat. 14°
Longitude 25° 11'

Sunday February 16th 1862
this day commenced with a calm four sails
in sight, middle part light breeze, latter part
much like the fore part. 24° 44'
25° 27'

Monday February 17th 1862
this day commenced with a light breeze
the S.W. with frequent squalls of rain, middle
part no rain, latter part light air so ends this day
Latitude 26° North
Longitude 26° 31'

This day I noticed a Caribbean Pig
and a large black fish

21 m. 10 on South Bank Anishkin / Cape Clear land { G.L.B.
Sunday February 18th 1862

This day commenced with moderate breeze from the N.W. & steering by the wind on the Starboard Tack heading to the N.E. at 4.30 PM took in the light-sail, at 12.30 AM hoisted squall, studd down the fore-top-sail and double reefed in at 1.00 the main-top-sail at 2.00 turned the square of the fore-top-sail, latter set - strong breeze steering N.W.

Latitude 41° 42' North
Longitude 28° 15' West

Wednesday February 19th 1862

This day commenced with strong breeze from N.W. to N.E. at 1 PM set the top-mast-studding-sail and main-royal at 7 took in the top-mast-studding-sail and fore-top-sail & main-royal, middle and latter part much like the fore part

Latitude 61° 30' North
Longitude 30° 55' West

Thursday February 20th 1862

This day commenced with a strong breeze from about N.E. to N.W. at 1 PM set the fore-top-sail & main-royal, middle and latter part much like the fore part at 1 PM set main-royal & fore-top-sail at 2 PM set main-royal & fore-top-sail and fore braces.

Latitude 61° 12' North
Longitude 33° 37' West

Friday February 21st 1862

This day commenced with strong breeze from N.W. to N.E. all sail set steering N.E. at 10 PM took in main-royal & fore-top-sail at 4 AM set again middle and latter part much like the fore part Lat 9° 29' N

Longitude 36° 37' W

Saturday February 22nd 1862

This day commenced with a strong breeze from N.E. to S.W. all sail set steering N.E. at 10 PM took in the studding-sail and single reefed the top-sail at 2.00 carried away the main-top-sail yard in the slings by hoisting it up so. brought down it down and fished it and sent it up at 11.30 latter part much like the fore Lat 11° 35' N

Longitude 39° 13' W

Sunday February 23rd 1862

This day commenced with a strong breeze from N.E. to S.W. under single reefed top-sail main-royal

Commenced m. 10
Sailed from N.E.

Great run for the crew in at 4.30 PM the
Barquet was broken & was right to the bottom of the ship at 1.00 PM

from St Helena to Rio de Janeiro Feb 23rd 1862
 Sunday February 23rd 1862
 sail flying jib, stearing N. W. middle and latter
 part much like the fore part Latitude 13.25 N
 Longitude 41.53 W

Monday February 24th 1862
 these twenty four hours commenced with a fresh breeze
 from the S. E. P. under single reefed top sail during
 the N. W. middle and latter part wind very
 variable, at 8 AM set up the star board main top
 and latter part Latitude 15.12 North
 Longitude 44.12 West

Tuesday February 25th 1862
 these twenty four hours commenced with a
 moderate breeze from E. N. E. stearing N. W. at
 2 PM made all sail, at 1 PM squally, haul down
 the light sails, at 2 PM squally at daylight the
 main top and sail, at 6 AM in the flying jib
 and repaired it at 9 AM it again latter part
 fresh breeze from S. E. Latitude 16.34 North
 Longitude 46.25 West

Wednesday February 26th 1862
 these twenty four hours commenced with a
 fresh breeze from N. E. at 1 PM the main top
 and sail top sail, employed searching over the
 waves, middle part squally under short sail
 latter part moderate all sail at Latitude 14.00 N
 Longitude 43.36 W

Thursday February 27th 1862
 these twenty four hours commenced with a moderate
 breeze from E. N. E. stearing N. W. all set middle
 and latter part much like the fore part
 Latitude North
 Longitude West

Friday February 28th 1862
 these twenty four hours commenced with a light
 breeze from the Eastward all sail set during
 the N. W. part, washing ship on side at 3 PM
 all hands after Black Sea but without
 success, middle and latter part much like
 the fore part Latitude 20.15 N
 Longitude 38.02 W

at 7 AM the light air
 commenced to grow cooler
 at 2 PM the light air
 at 2 PM the light air
 at 2 PM the light air

111
Remarks on board Barque, Fishhawk 344 B. 111

Saturday March 1st 1862

this day commenced with a light air from the S.W. all morning during it the middle and latter part much like the fore part, employed the latter part painting ship & deck.

Longitude observations

Sunday March 2nd 1862

this day commenced with a light breeze from the S.W. all sail set steering N.W. by N. employed the fore part painting the deck and the latter part down the black fish oil. middle and latter light air and very changeable varying from S.W. to E.S.W. and the day Latitude 21° 50' North Longitude 53° 14' West

Monday March 3rd 1862

this day commenced with a light air from the S.W. at 3 P.M. took in the top mas. tacksail and braced the yards sharp up on the Port tack heading N.W. by N. middle and latter part wind varying from N.W. to N. on the latter which we can do the best on, employed the latter painting ship outside

Latitude 22° 18' North

Longitude 53° 59' West

Tuesday March 4th 1862

this day commenced with a light air during the wind employed the fore part of the day painting the weathered boats. about 2 P.M. shot a Pink B. and killed him. lowered the Star board boat but he sunk. middle and latter part wind from N.W. to Back under heading about S.W.

Latitude 23° 33' North

Longitude 53° 10' West

Wednesday March 5th 1862

this day commenced with strong breeze from N.W. steering by the wind heading to the Port at 1 P.M. took in some of the light sails. at 1 P.M. saw a sail off the Star beam. middle part much like the fore part heading about N.W. latter part calmer

Latitude 24° 26' N

Longitude 52° 45' W

Charlame from St Helena to New Bedford
Thursday March 6th 1862

this day commenced with a light air all sail
set middle and latter part moderate. breeze 4 at 2 PM
Long 30 17 1/2

Friday March 7th 1862

this boat from hours commenced with a light
breeze from S.W. all sail set starting at 11 AM middle
part moderate latter part fresh breeze about
midnight saw a vessel pass across our bow
steering about N.W. (I should judge)

Latitude 26 16 N
Longitude 30 45 W

Saturday March 8th 1862

this boat from hours commenced with
fresh breeze from about N.W. all sail set
starting at 11 AM at 1 PM took in the
light sail. at 4 PM took up the top sail
at 6 PM took in the main and jib at 8 PM took in the
fore top sails and close reefed the main at 7 PM took in
the fore sail. heading N.W. wind about S.W. at 10 PM
the wind hauled N.W. no observation to day

Sunday March 9th 1862

this day commenced with a gale of wind from
N.W. at 7 AM took ship and stood on the S.W.
tack, Bark lying to under a close reefed main
top sail. middle and latter part moderate
part. latter part more moderate at 6 PM set close
reef fore top sail. at 10 AM set the fore sail & at 2 PM
Longitude 36 17 1/2

Monday March 10th 1862

this day commenced with a moderate gale from
the N.W. Bark under double reefed main and
close reefed fore top sail and foresail at 5 PM set the
main sail. at 6:30 PM took in the corner. at 7 PM
reefed the main top sail. blowing heavy in squalls
at 7 PM hauled a sail steering to the S.W.
at 5 AM took in the fore & top sail. at 9 AM
the fore & main top sail staysail and set them
Bark heading from S.W. to N.W. Lat 26 16 N

Longitude 36 13 8

at 9 AM saw above the 16 regt yard

at 1 PM saw a sail

Remarks from Capt. T. Washburn
Sunday March 11th 1862

this day commenced with a moderate breeze from the N.W. bark under close reefed main & fore and lower staysail. at 10 AM. at a close reefed fore topsail and foresail at 2 PM. the mainsail. middle part the same latter part more moderate at 2 PM. double reefed topsail in single reefed main topsail. so ends this day Latitude 25° 53' North Longitude 54° 2' West

Wednesday March 12th 1862

this day commenced with a fresh breeze from the N.W. steering N.W. by W. bark under single reefed main double reefed fore topsail courses & jib. at 1 PM. the main & foresail. at 2 PM. at the light air. middle and latter part moderate breeze from the portward. employed the latter part braking out fresh water and filling salt water forward. Latitude 26° 13' North Longitude 59° 39' West

Thursday March 13th 1862

this day commenced with light breeze from the portward. at 1:30 PM. raised two fore and aft masts at 4:30 PM. lowered the Starboard mast and went along side of a schooner. the Rising Sun of N. Y. Eleven days from New York. loaded with live stock bound for one Port of South & South America. we obtained several papers from her & viz. the New York Tribune & Times, all hands eager to get the latest news. middle and latter part much like the fore part. Latitude 26° 22' North Longitude 60° 55' West

Friday March 14th 1862

this day commenced with a light air from the portward. steering N.W. by W. all sail set middle and latter part much like the fore part. employed the latter part repairing the mainsail. Latitude 26° North Longitude 61° 19' West

Saturday March 15th 1862

this day commenced with a light air all sail set middle and latter part the same Latitude 26° North Longitude 61° 41' West

at 10 PM. went along side of the Rising Sun of N. Y.

Manner of Hoisting Boats

Whales down Flagg down

Whales up Flagg up to the main

of boats head right, if not half mast

and then Mr. Cleveland will lay his boat Round

and when he heads for the Whales Flagg at mast

Head, Whales Between Ship and Boats Flagg

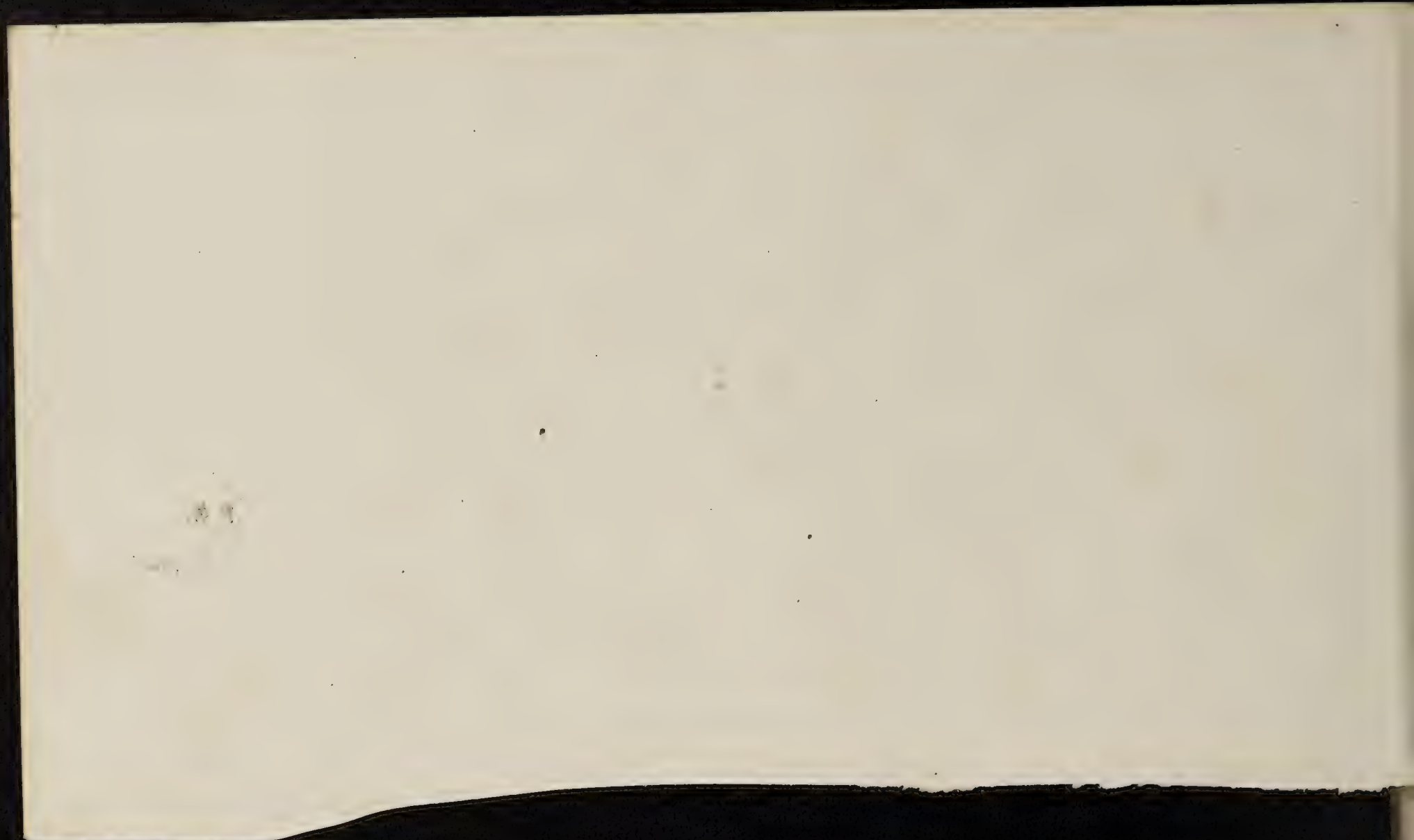
on main and Mizzen peak

Flagg at Mizzen head past Boat

Half mast at Mizzen head & lower Boat

Flagg at Fore Royal head Cut and

come aboard



at 12 meridian of 1862
the schooner

saw men sail

saw men sailing
high to the

Helena to San Blas. March 16th 1862 Geo. L. Beaumont
Sunday March 16th 1862
this day commenced with a light air from the
southward all sail set showing middle part light breeze
later part moderate breeze at 12 M. Jockey the
schooner Sea Slipper of Halifax (England) beside
day went a boat along side and got some late
papers. loaded with Fish. bound

Latitude 28.7.1
Longitude 63.14.1

Monday March 17th 1862

these twenty four hours commenced with a
breeze from S.W. all sail set showing A.M. light
at 1 PM fresh breeze at 4 PM strong breeze fresh
in some of the light sails at 1 PM. took in
main top sail and set top sail. at 12 M. set
land and gave the ship under short sail. the
wind suddenly changing to the N.W. saw
some sails during then turning for home
all found the other way

Latitude 29.46.1
Longitude 66.11.1

Tuesday March 18th 1862

these twenty four hours commenced with a
sudden change of wind from the S.W. to the N.W.
at 1 PM under short sail. during the
afternoon the hauler back to S.W. at 4 PM. under
jibs and staysails steering the N.W. by N. at 6 PM.
took in jib and mainsail. at 7 PM. main
sail wind about N.W. by N. latter part light
breeze one sail in sight employed the latter
part backing out water

Latitude 30.25 North
Longitude 66.18 West

Wednesday March 19th 1862

this day commenced with a light breeze from
the N.W. heading about N.E. at 1 PM.
tacked ship and stood to the S.W. at 3 PM
calm. at 7 hauled up the courses. at 11 PM.
breeze at 9 PM strong breeze bar 12 heading about
N.W. at 10 steering N.W. wind N.E.
Three sails in sight from light

Latitude 38.30 North
Longitude 67.12 West

Remarks on Board Bark *Washington* R.S. Geo. L. Bueman

Thursday March 20th 1862

this day commenced with a moderate breeze from the N.E. by N. all sail set - steering N.W. by compass. at 11 light breeze from the S.E. at 11:45 bore breeze from the southward. took in the mainsail and after sail

Latitude 32.08 North

Longitude 69.08

Friday March 21st 1862

these twenty four hours commenced with a strong breeze from the S.W. steering N.W. by N. at 2 AM took in the topmast studding sail and topgallant sail at 6 took in the flying jib and double reefed the topsail. at 10 took in the jib and main topmast staysail. at 4:45 PM made sail (jib & main) at 7 made all sail at 11 took in studding sail and foretopgallant sail. steering the latter part N.W. by W. ends with a strong breeze

Latitude 34.20 North

Longitude 70.53 W

Saturday March 22nd 1862

this day commenced with a moderate gale from the S.W. steering between S. and S.W. by W. began topgallant sail at 4:30 AM took in topgallant sail. at 5 double reefed the topsail at 5:45 heavy rain at 6 double reefed the topsail. steering N.W. by W. at 7 saw a large ship steering about E.N.E. (probably English) at 3 AM took in the foresail & foretopgallant at 2 AM wore ship and stood to the S.W. at 6 wore ship and stood to the N.E. a number of vessels in sight (several Schooners) latter part moderate gale

Latitude 35.16 North

Longitude 70 57 West

Sunday March 23rd 1862

this day commenced with a moderate gale from the S.W. Bark under reefed topsail courses and jib. at 3:50 PM heavy squalls of wind and rain. put the Bark under two full sets of topsail and reefed the foresail and main. This is the first time this voyage that we have reefed the foresail. 7 PM we are now nearly to the southern edge of the Gulf Stream

Plenty of birds in sight

Cape Charland, from St Helena to the Bight

Sunday March 23rd 1862

at 7 AM moderate S.E. top sails - at 11.30 main top sail
so ends latter part with a moderate breeze from
the southward and Westward

3485

1119

Monday March 24th 1862

this day commenced squally Bark under main top
sail. at 5 PM. put her under two close reefed top sail
and foresail. heading to the Northward. later
at 11 AM under 1/2 E. heavy squalls during the night
at 5.40 AM Sail squalls. at 6. wind S.W. wind
ship and stood to the S.W. during the latter
part of the day. kept the Bark South in order
to get to the Southward of the Gulf Stream. we
having entered the Stream during the latter
part of the day. latter part wind about N.W.
no correct observation for the last three days

Tuesday March 25th 1862

this day commenced with a moderate gale
from W.N.W. accompanied with heavy squalls
Whirlwind & waterspout. Bark under close reefed
top and double reefed main top sail. steering S.W.
in order to get to the Southward of the Gulf Stream
at 3.30 PM close reefed the main top sail and furled
the Foresail. about 3 steering S.E. at 5 considered
ourselves outside of the Stream. at 6 took in the
fore top sail and left to the wind. during the
middle of night headed about S.W. latter part
about W. wind about N. from N.W. to N.W. at 6 AM
saw a sail. so ends this day Latitude 34.40 S

Longitude 71.19 W

Wednesday March 26th 1862

this day commenced with a heavy squall from
the S.W. Bark going to under a close
reefed main top sail and four lower star sails heading
to the S.W. middle part heavy squalls from S.W.
latter part more moderate employed the latter part
barking out wash water. at 9 AM were ship and stood
to the S.W. two sails. Latitude 34.00 S
in sight Longitude 71.10 W

March 22nd is lying to the S of the Gulf Stream, Gulf Stream

Remarks on board Bp. K. Tuckersbury & G. I. Bourne
Thursday March 28th 1862

this day commenced with a strong breeze from
the Westward. heading to the North bying to under
close reefed main topsail and staysail. at 10 AM
we double reefed topsail masted as whole topsail
at 1 PM wind a boat NNE. double reefed the
topsail. dark and rainy. at 11.30 both in the
fore and close reefed the main topsail heading NNE
wind about NNE E. S. E. at 1 PM we double reefed
at 2 close reefed fore topsail. latter part moderate
etc so ends then twenty four hours Latitude 34 10 N
Longitude 71.18 W

Friday March 29th 1862

this day commenced with a strong breeze from
the Westward. heading to the North bying to under
close reefed main topsail and staysail. at 10 AM
we double reefed topsail masted as whole topsail
at 1 PM wind a boat NNE. double reefed the
topsail. dark and rainy. at 11.30 both in the
fore and close reefed the main topsail heading NNE
wind about NNE E. S. E. at 1 PM we double reefed
at 2 close reefed fore topsail. latter part moderate
etc so ends then twenty four hours Latitude 34 10 N
Longitude 71.16 W

Saturday March 30th 1862

this day commenced with a strong breeze from
the Westward. heading to the North bying to under
close reefed main topsail and staysail. at 10 AM
we double reefed topsail masted as whole topsail
at 1 PM wind a boat NNE. double reefed the
topsail. dark and rainy. at 11.30 both in the
fore and close reefed the main topsail heading NNE
wind about NNE E. S. E. at 1 PM we double reefed
at 2 close reefed fore topsail. latter part moderate
etc so ends then twenty four hours Latitude 34 52 N
Longitude 71.6 W

Sunday March 31st

this day commenced with a strong breeze from
the Westward. heading to the North bying to under
close reefed main topsail and staysail. at 10 AM
we double reefed topsail masted as whole topsail
at 1 PM wind a boat NNE. double reefed the
topsail. dark and rainy. at 11.30 both in the
fore and close reefed the main topsail heading NNE
wind about NNE E. S. E. at 1 PM we double reefed
at 2 close reefed fore topsail. latter part moderate
etc so ends then twenty four hours Latitude 34 52 N
Longitude 71.6 W

Ship short of a small

Cape Cleveland. from St. Helena. to New Bedford
Sunda. March 31st 1862

latter part strong breeze from the E. & E. (two sails
in sight, one outward bound the other one steering to the
northward.) steering N. by W. winds. no observation to be

Monday March 31st 1862

this day commenced with a fresh breeze from the N. & N. E.
Bark under single reefed topsails. steering N. by W. at 1 P.M.
turned the reefed out of the topsails. at 4 double reefed the
topsails. steering N. E. at 10 struck in a heavy tide
at 12 P.M. nearly out of it. at 3 P.M. turned
reefs out of the main topsail at 4 had the log sail
set at 6.30 took in the log sail and came down
the topsails wind. S. at 7 it came on N. by E.
at 8 set double reefed topsails. at 10 reversed the
topsails in mainsail and jib. at 11 stood the bark
craft away. at 12 with a fresh moderate S. by E.
from S.W. heading N. E. by E. Latitude 27 54.1

Longitude 79 98

Tuesday March April 1st 1862

this day commenced with a moderate S. by E.
from N.W. heading N. E. by E. under double reefed
topsails for sail to make topsails. at 5 P.M. 1 P.M.
in fore sail and also reefed the topsails. at 10 took
in for topsails Bark under heading N. E. by E. at 12
were ship and stood to the N. W. heading N. E.
at 1 P.M. set double reefed topsails and
at 11 had single reefed topsails under 2 jibs & log sail
latter part strong breeze from the S. Latitude 28 08

Longitude 79 05

79 40

Wednesday April 2nd 1862

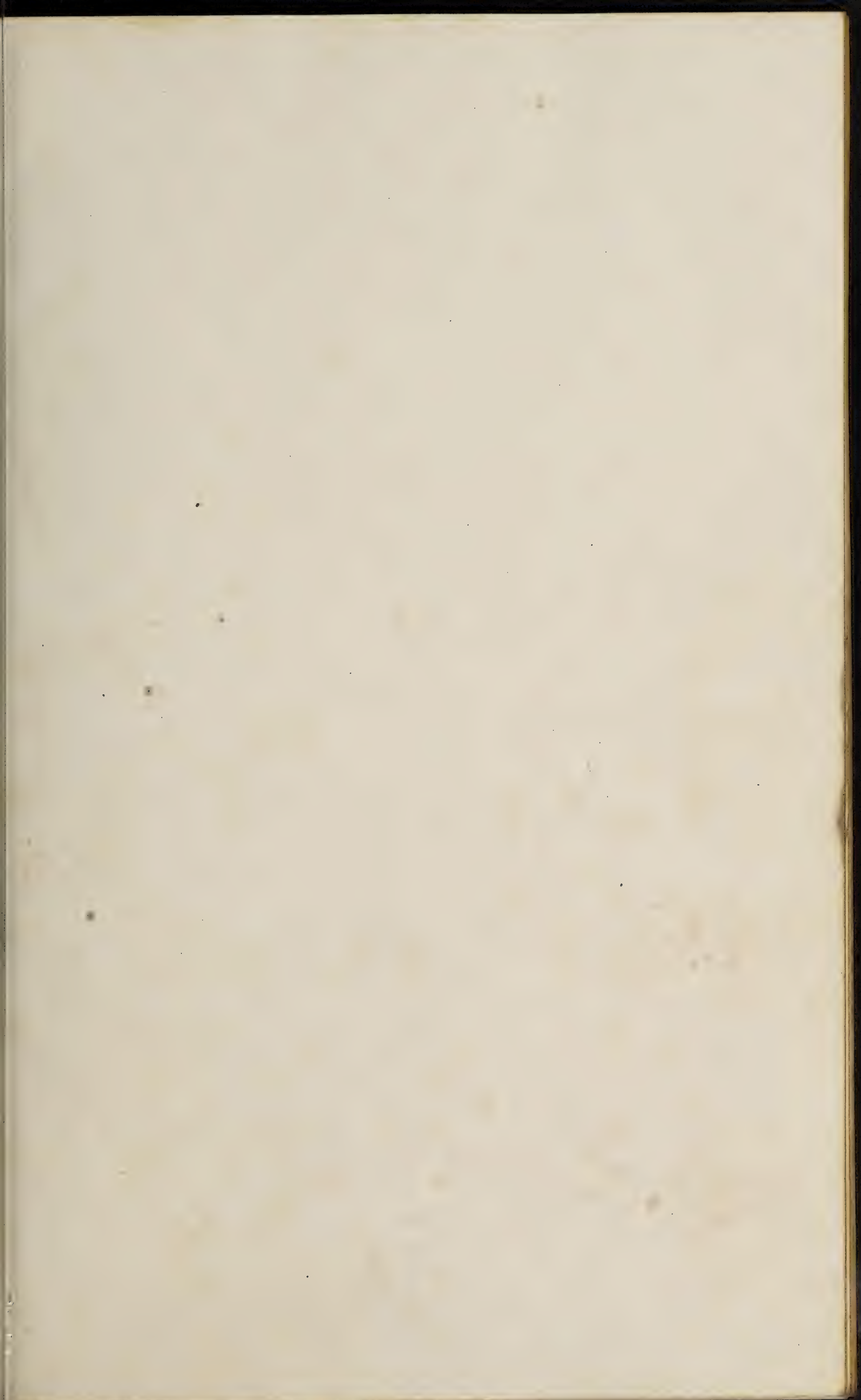
this day commenced with a strong breeze from
the N. E. heading about N. W. at 3.30 P.M.
at 1 P.M. hauled back the head sail
and sounded run out 90 fathoms. bot. found
bottom. two sails in sight, one outward bound
the other one steering about N. W. or N. by W.

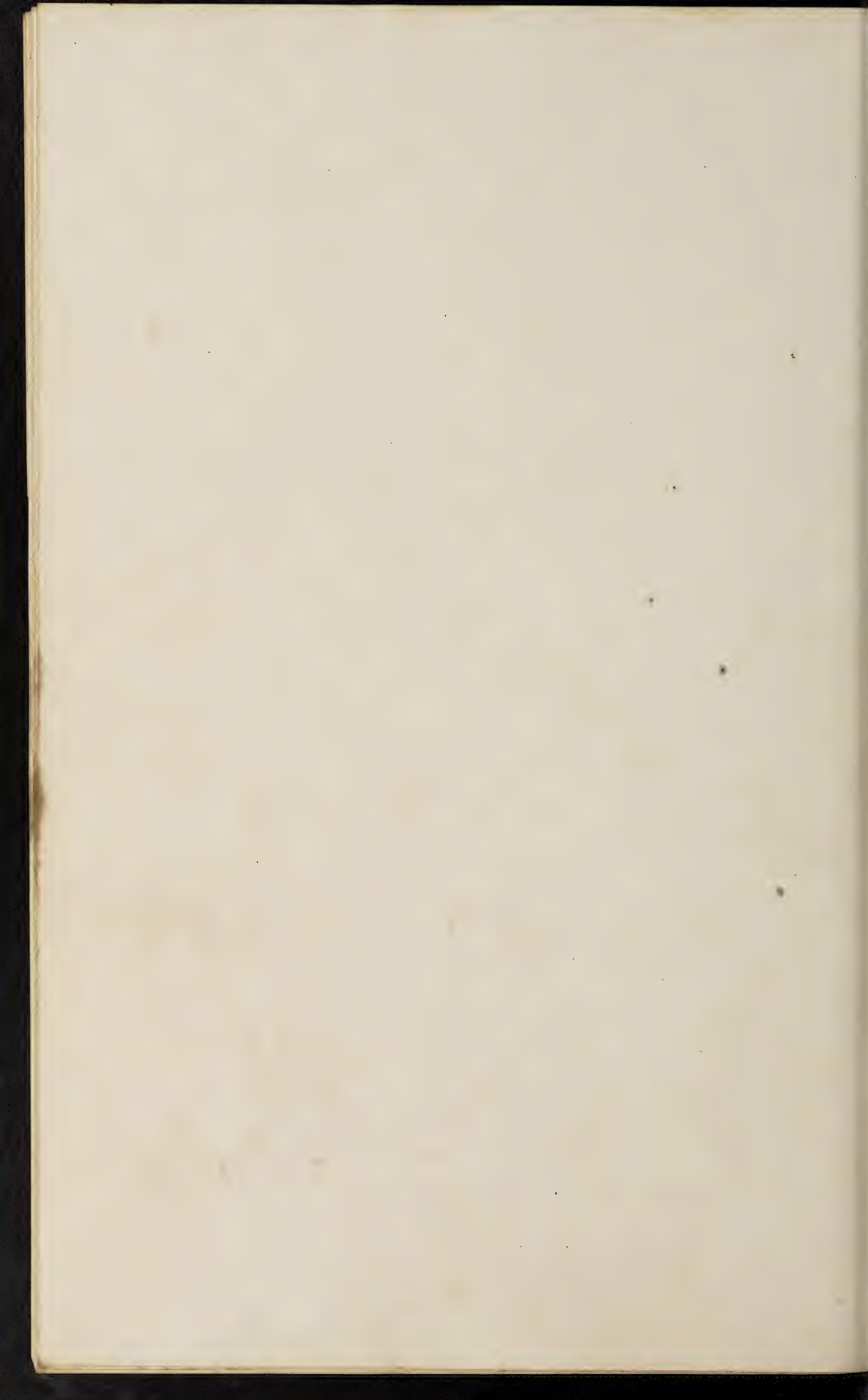
middle part light at 1 P.M. sounded and
found 78 fathoms. bottom grey sand at 4 P.M.
85 fathoms 35 fathoms sand & shells. bark
heading N. E. by E. wind S. by E. Latitude 28 49.1

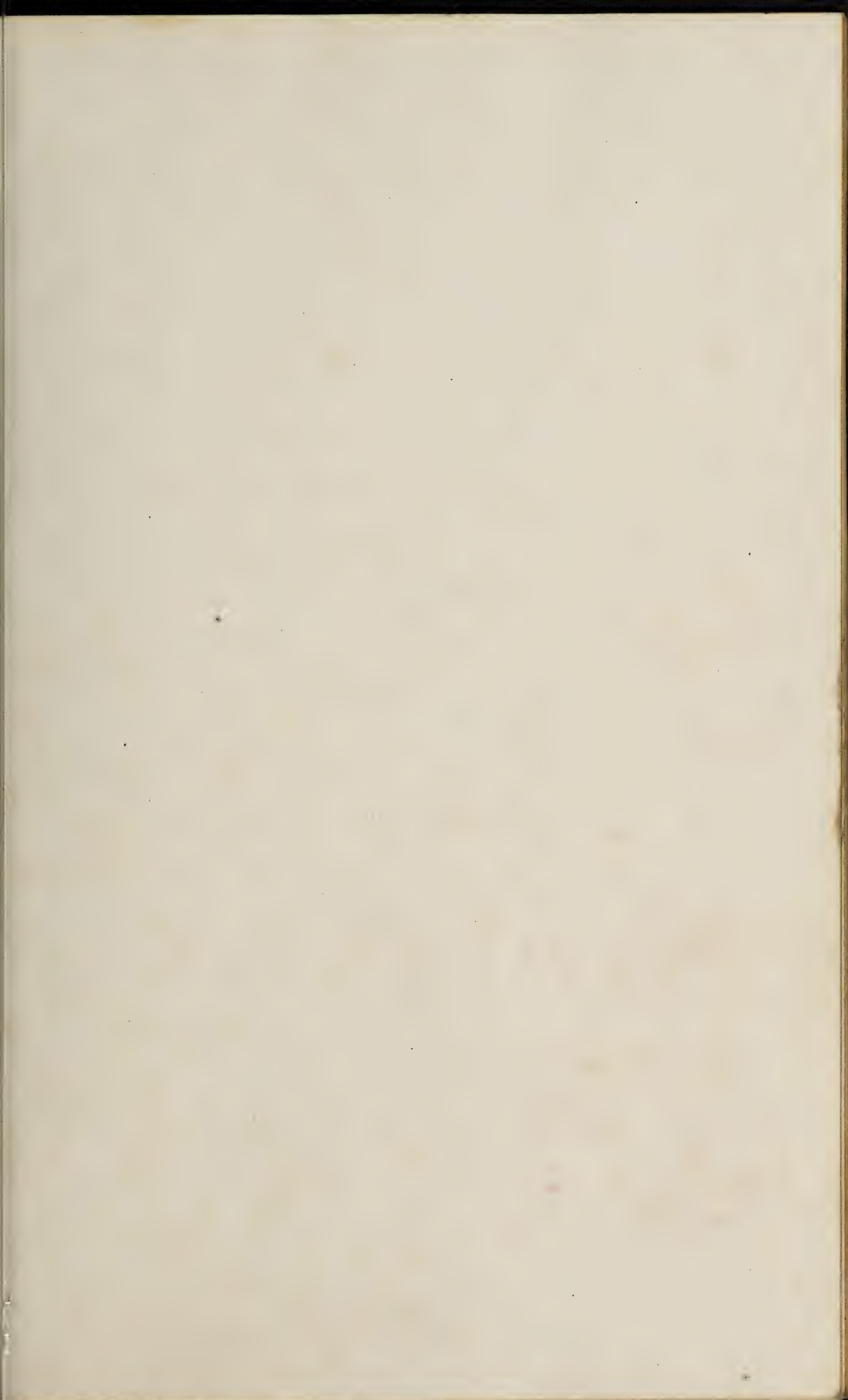
Longitude 79 05

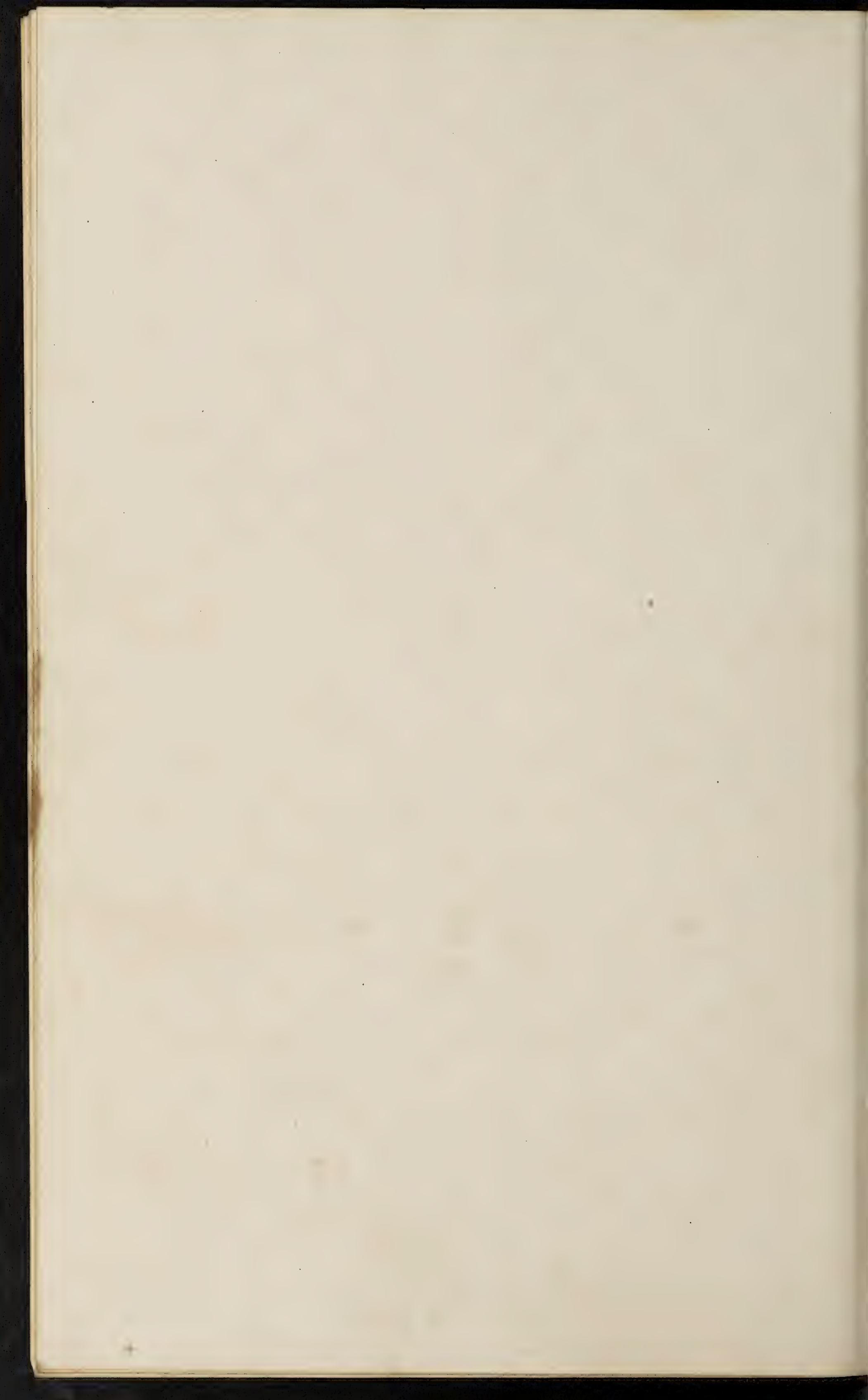
Thursday April 3rd 1862
This day we commenced with a fair breeze from E.S.E.
driving at 6.30 p.m. - 2.30 we were at the entrance of the Bay
going about 1/2 mile at 6.30 the light was
seen to the S.W. & S. & S.W. the main
as a house in the main and double the main
spiral went up to the wind. - wind was fair
wind with a strong breeze from the S.E. to the N.
at 8.30 to 10. at daylight - the ship was
the lead several times during the night found
about 9 fathoms, at 9.30 the fog set in
some made sail and stood in to the light and
over made land. the back of the light was
about 4.30 a breeze of South East wind

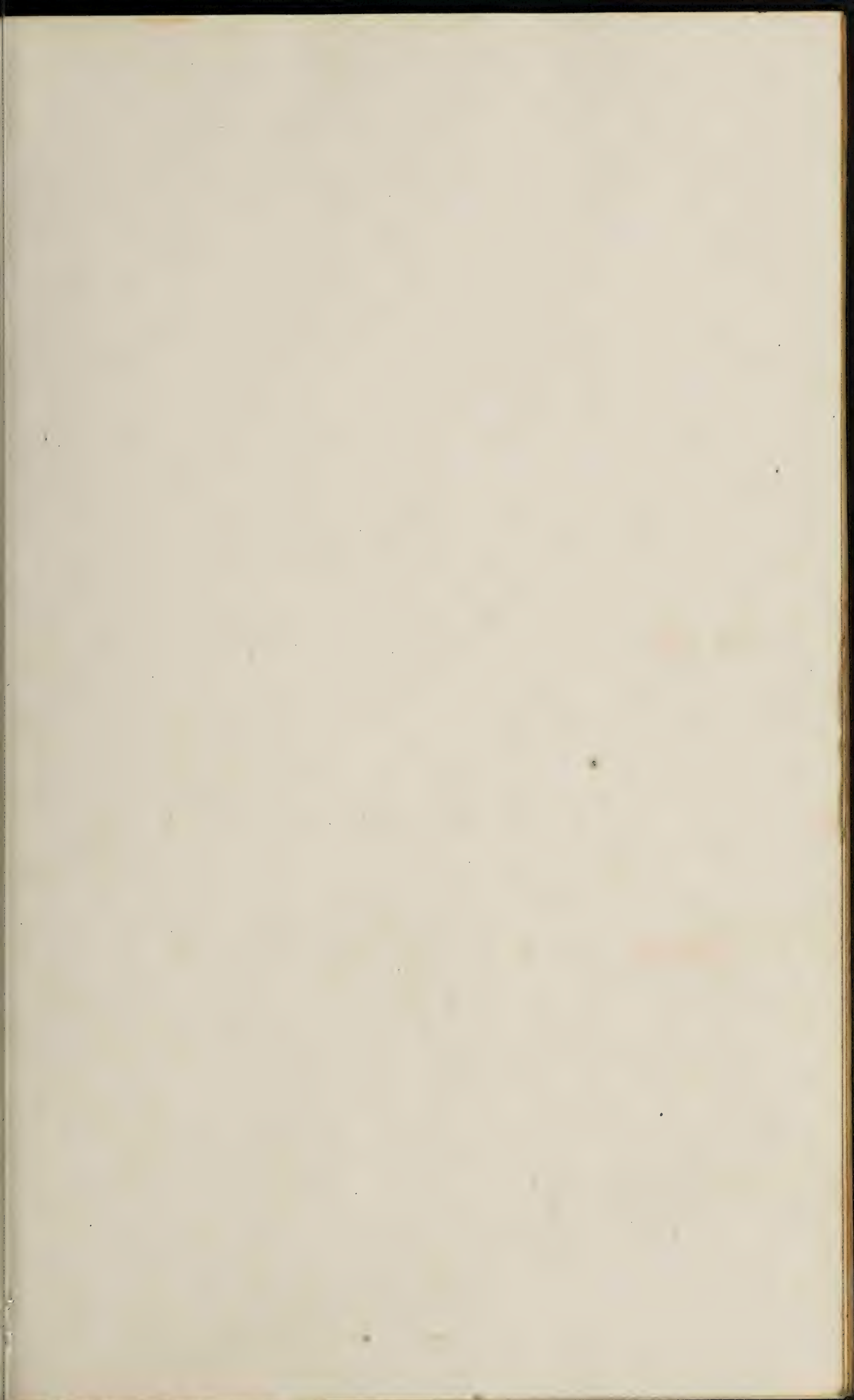
Friday April 4th 1862
This day commenced with a light breeze
from the N.W. Long Island in sight at 10.30
saw Montauk Point at 4.30 took a pilot
from a New London Fishing Smack. took
the anchor for the light at 4.30
to go to the light up and anchor off the light
at Montauk Light. bore S.W. by S. 6 miles
determination of the light 8 miles
and the wind from the N.W. by N.
at 5.30 took a Redford pilot
at 6.30 about 9.30 the Bar to the light was
in sight and made a fair breeze from the S.W.
go forward just before we got to the
light and about 1.30 p.m. the light was
seen and the ship to go on
for the light and the light was
seen to the N.W. and gave us a fair

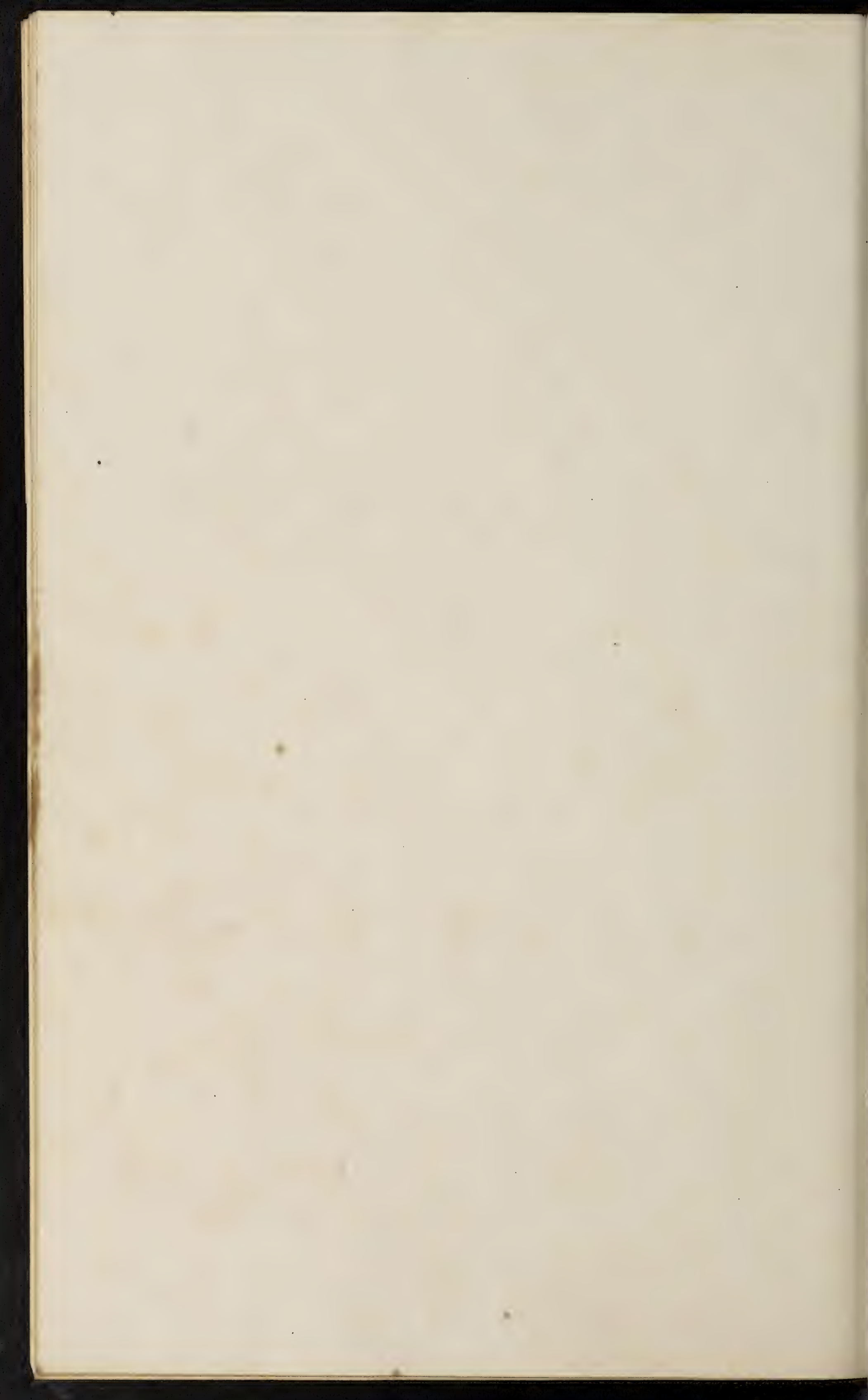




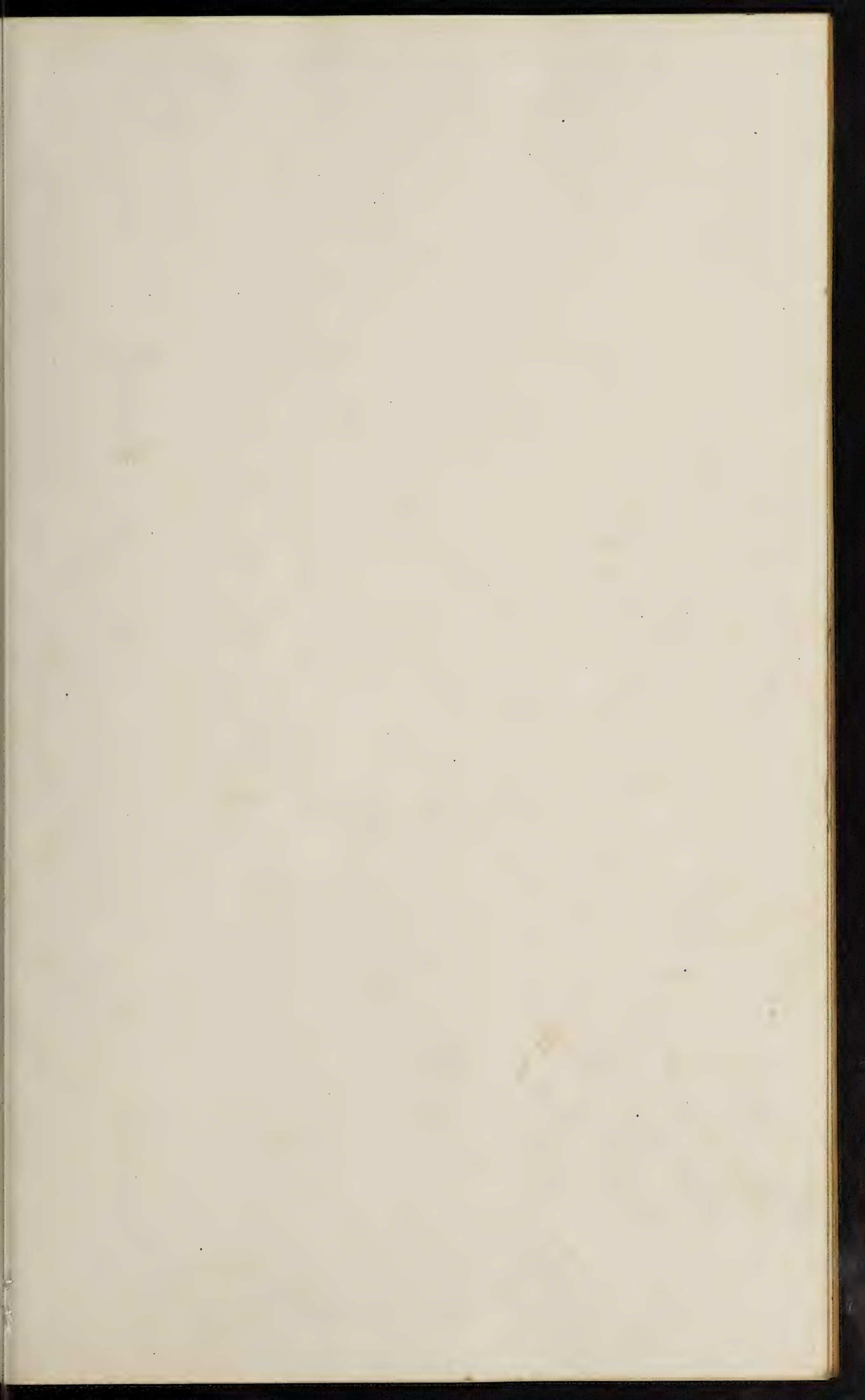


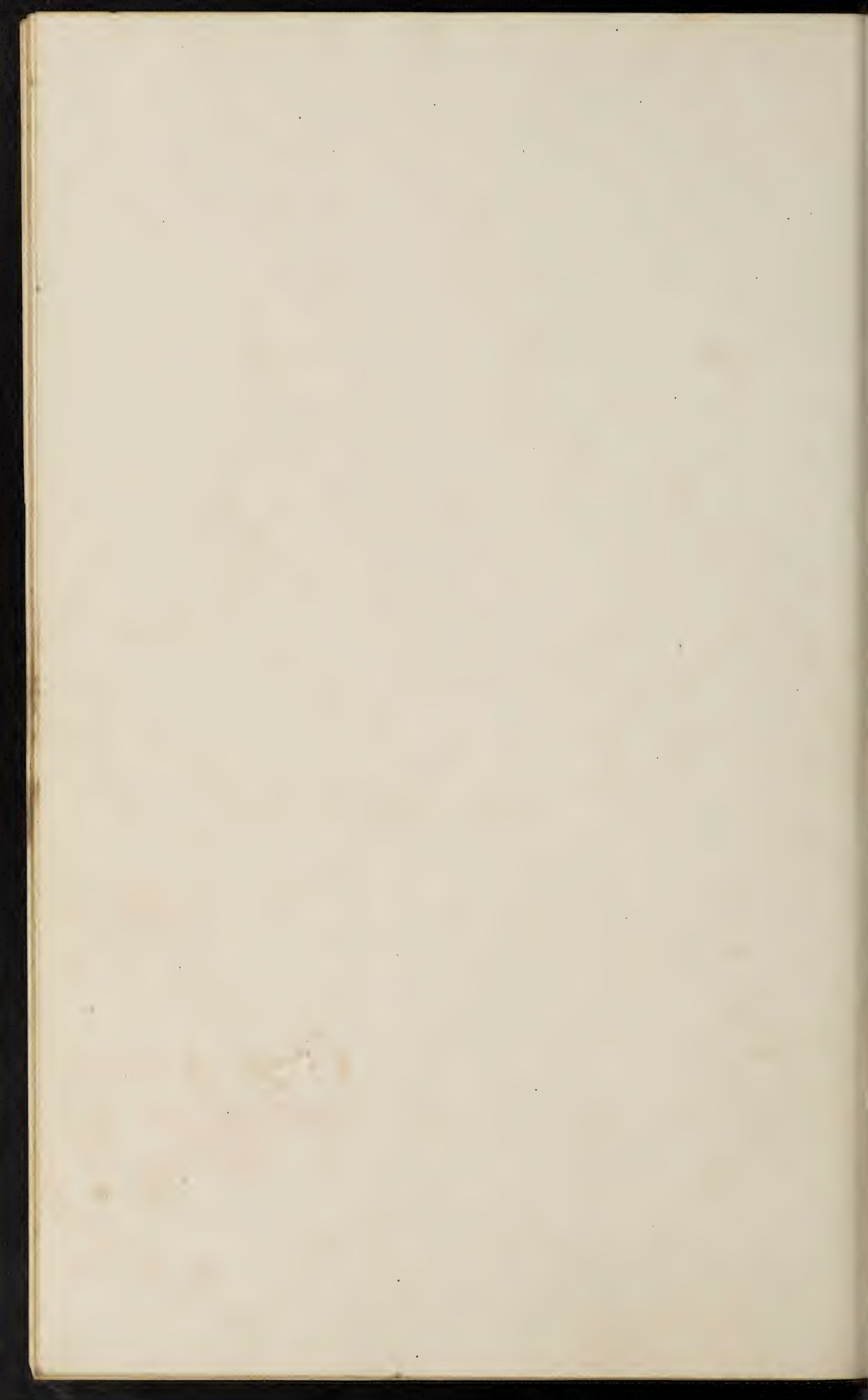


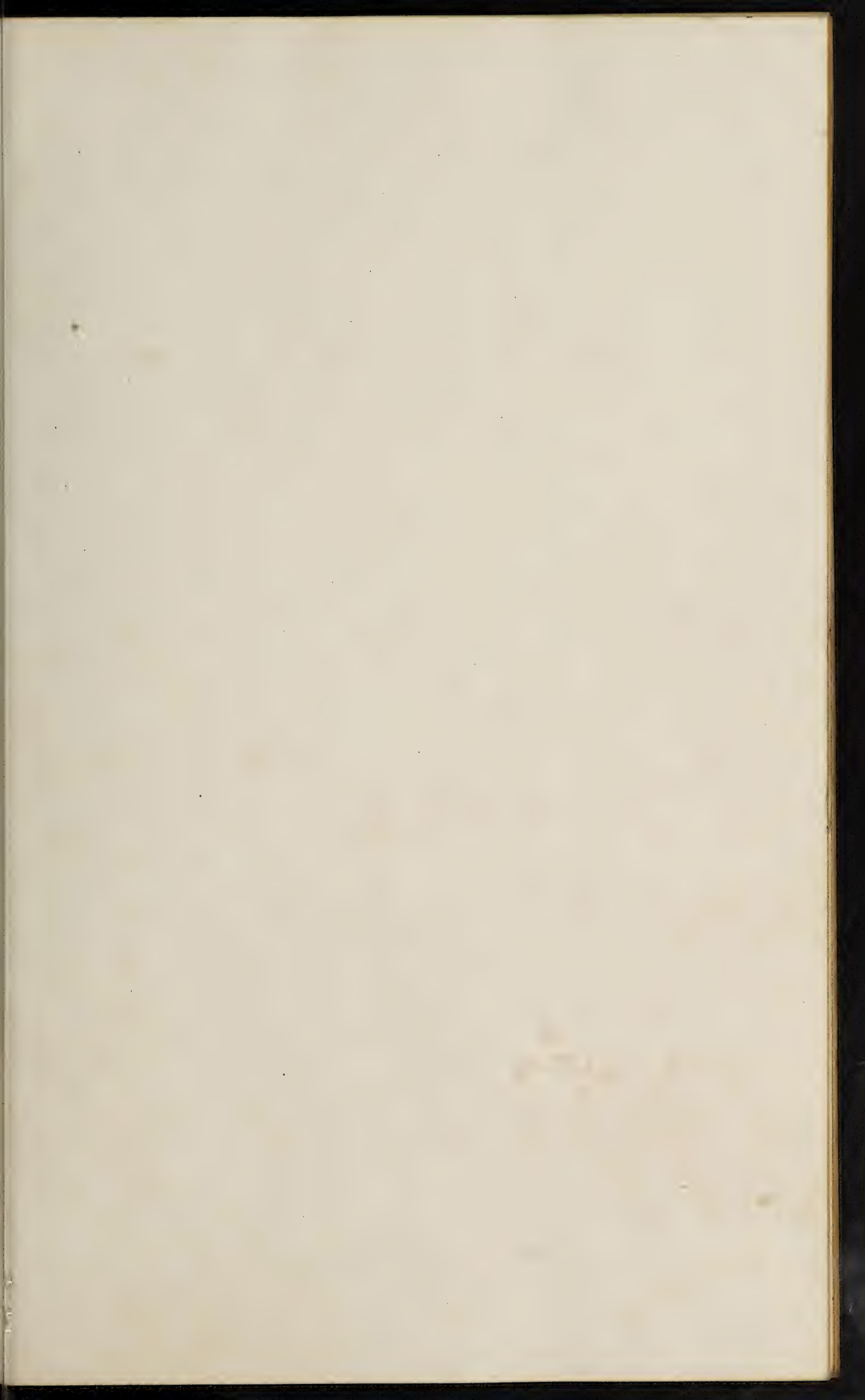


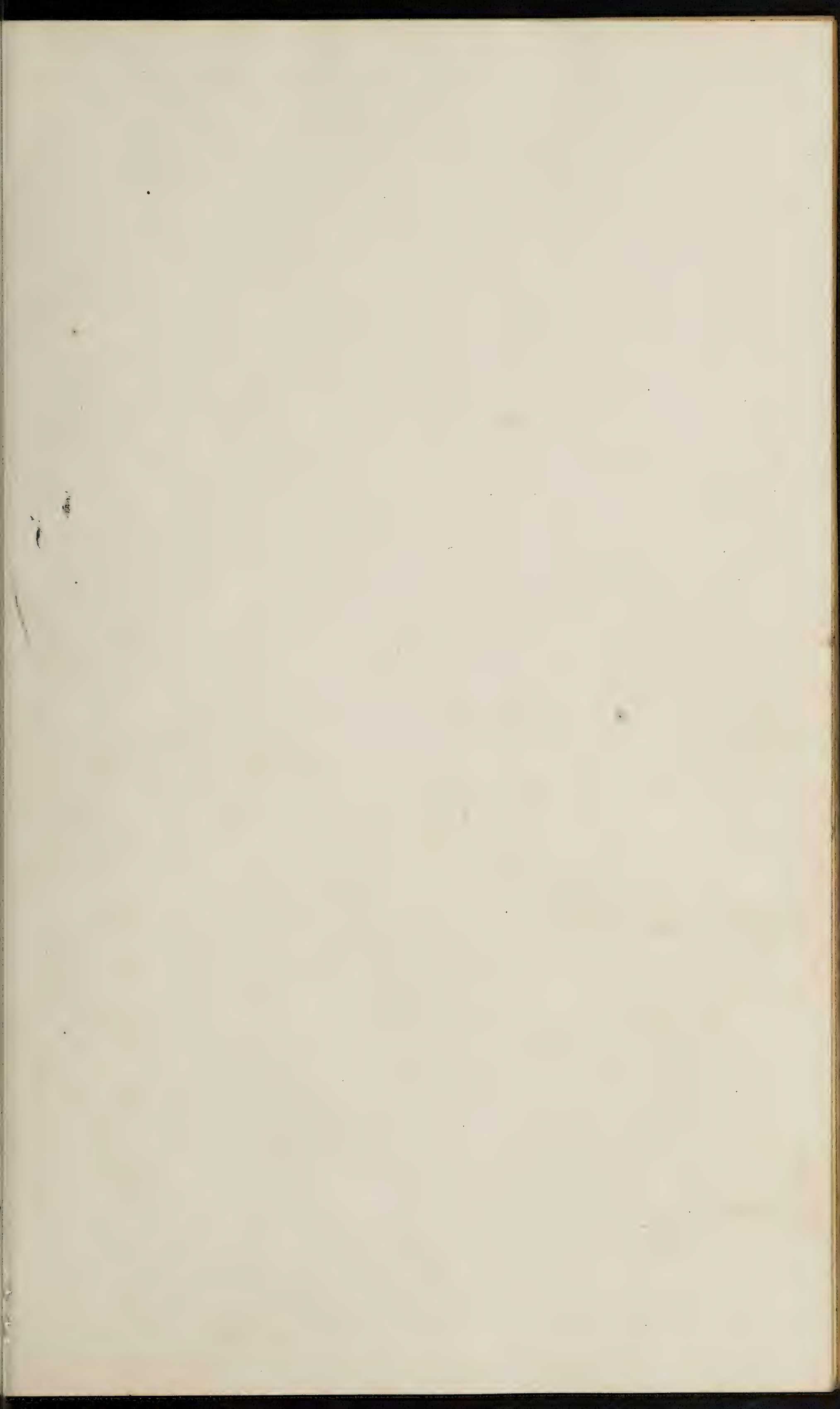


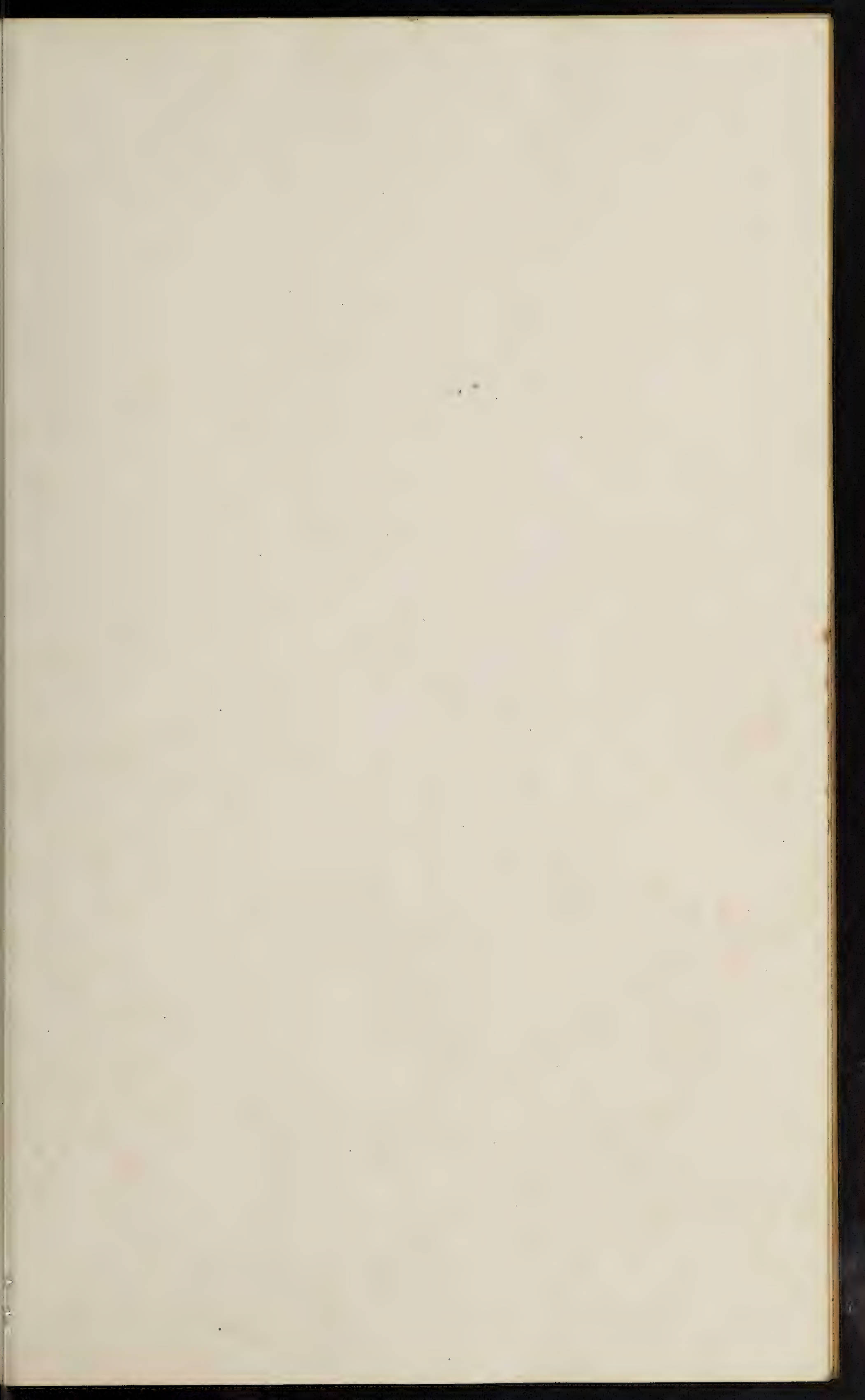


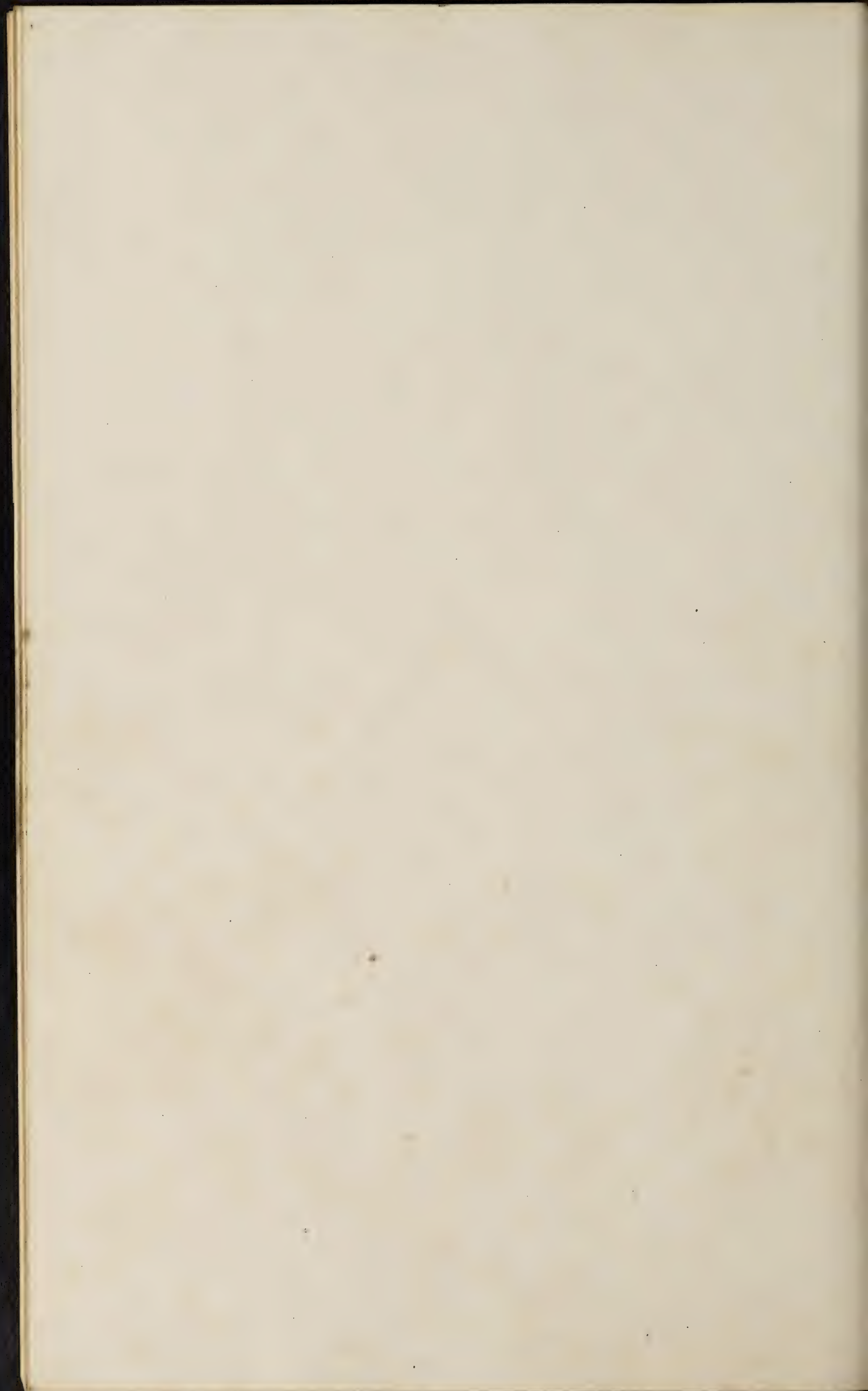


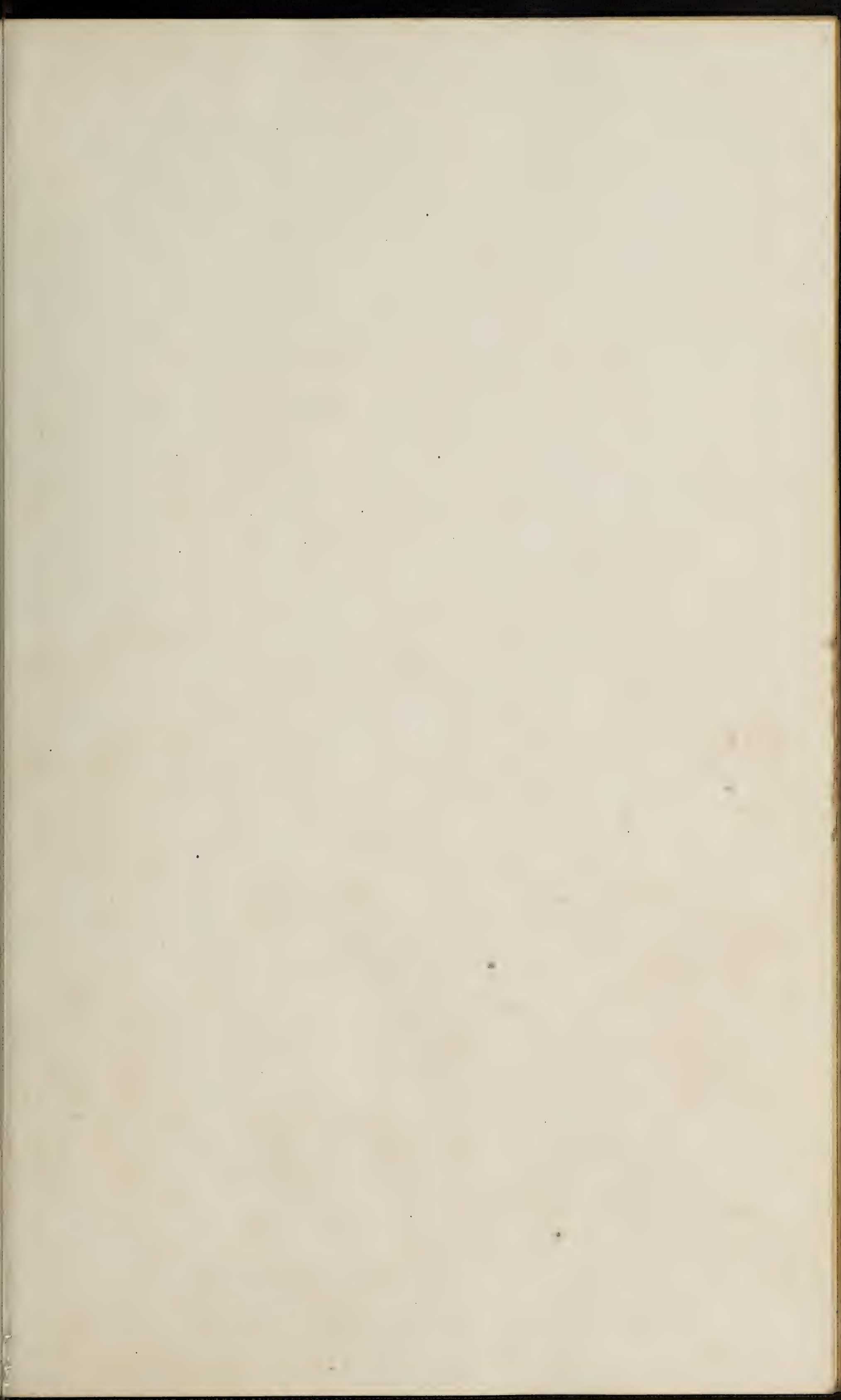


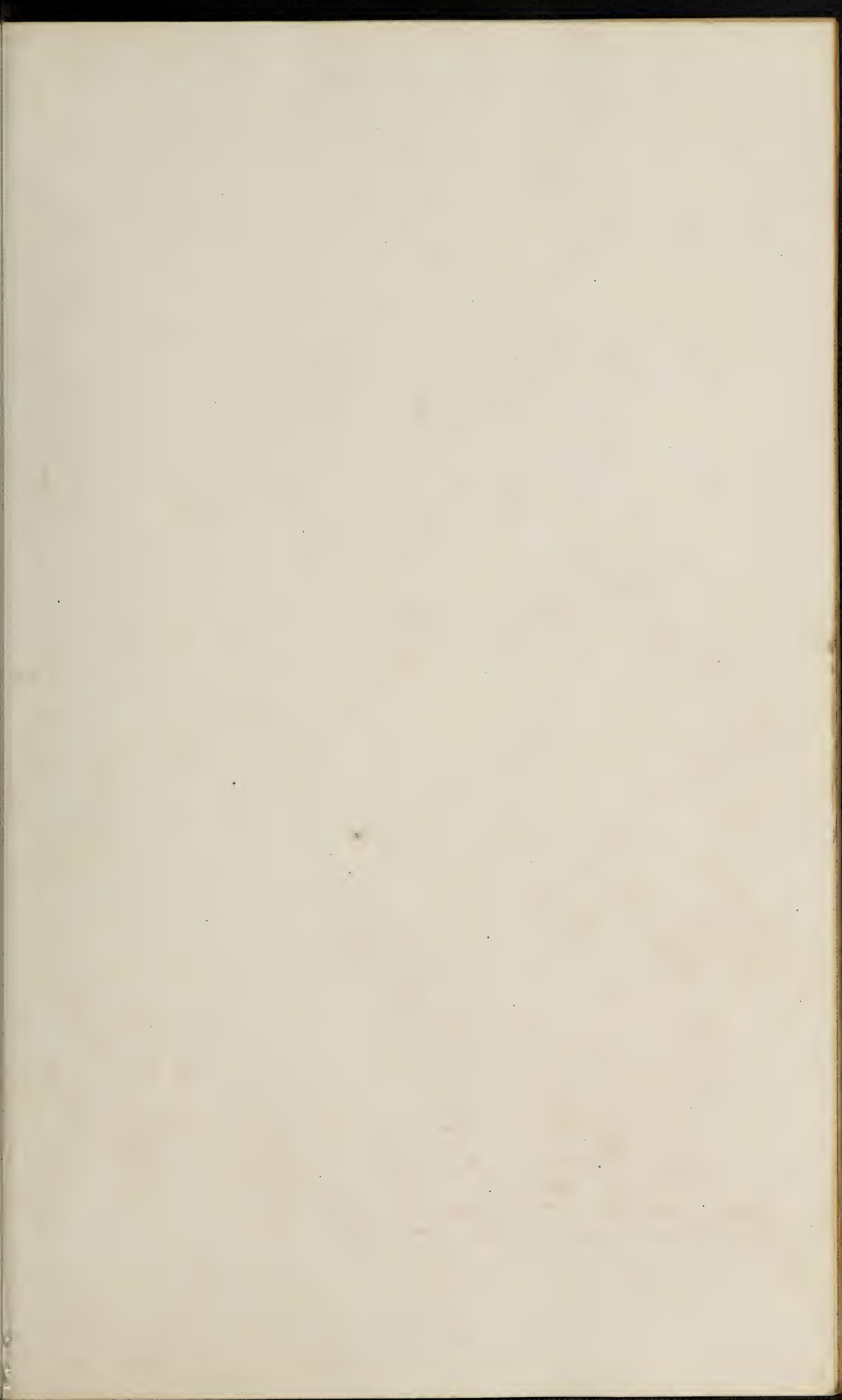




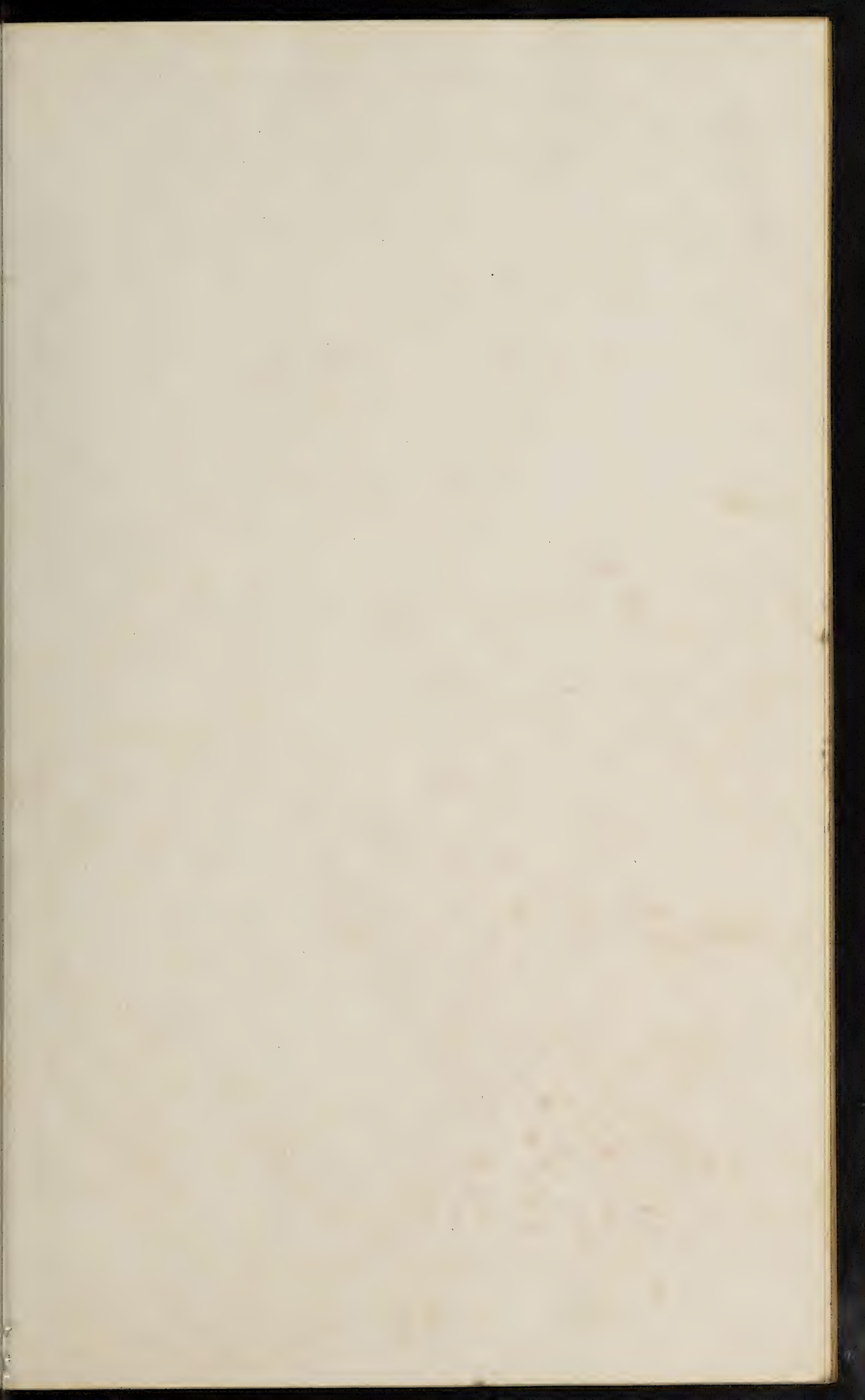


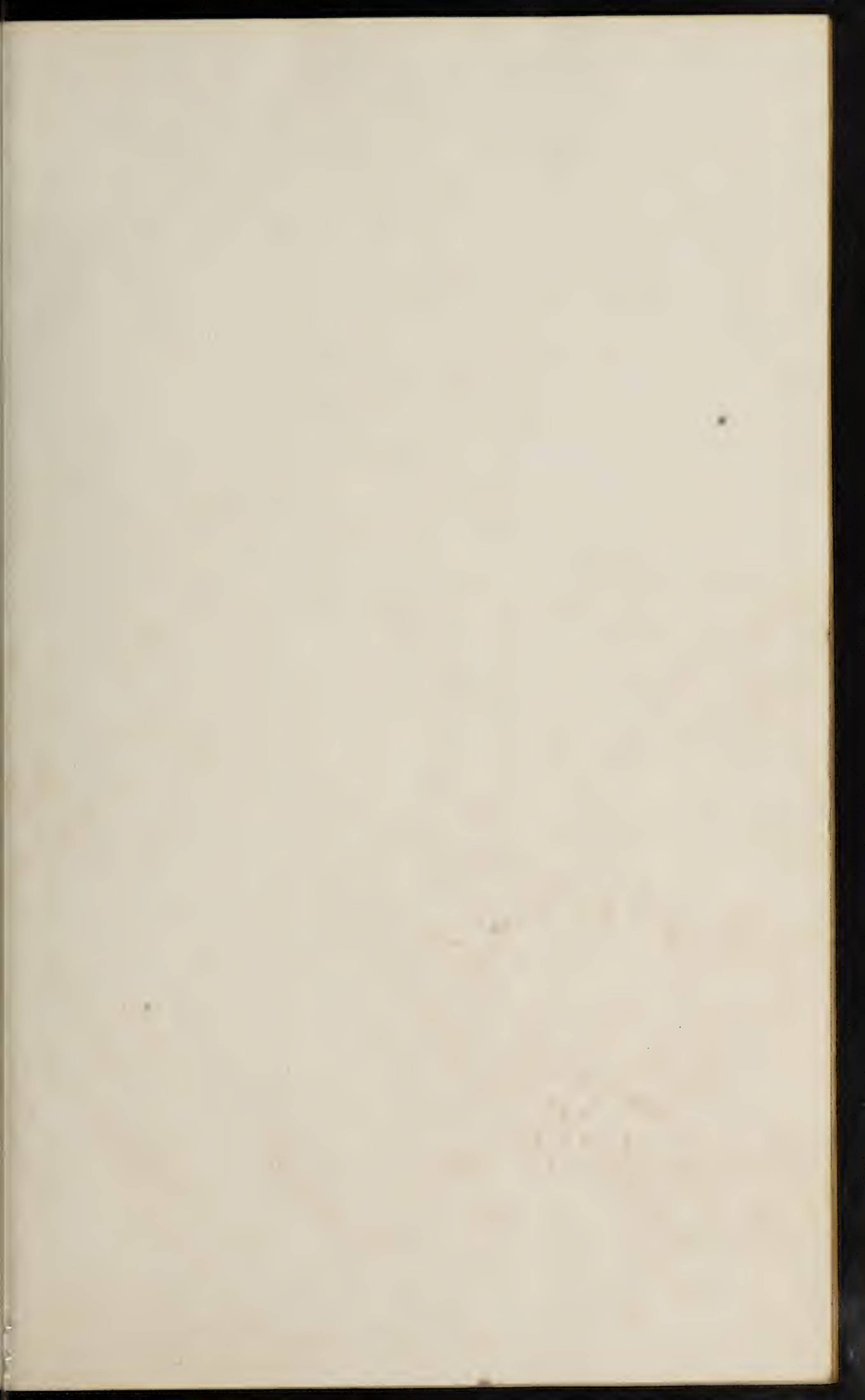


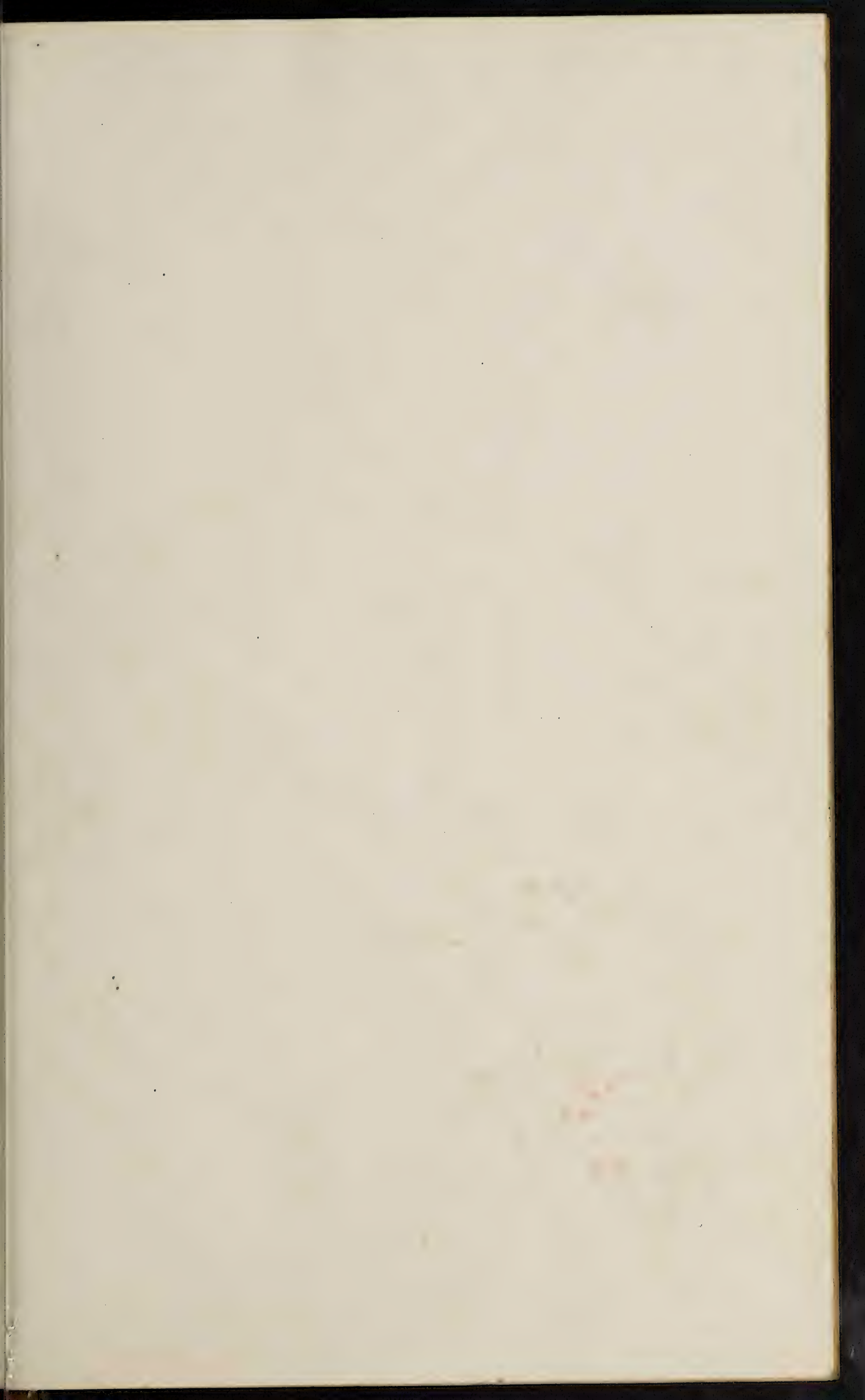


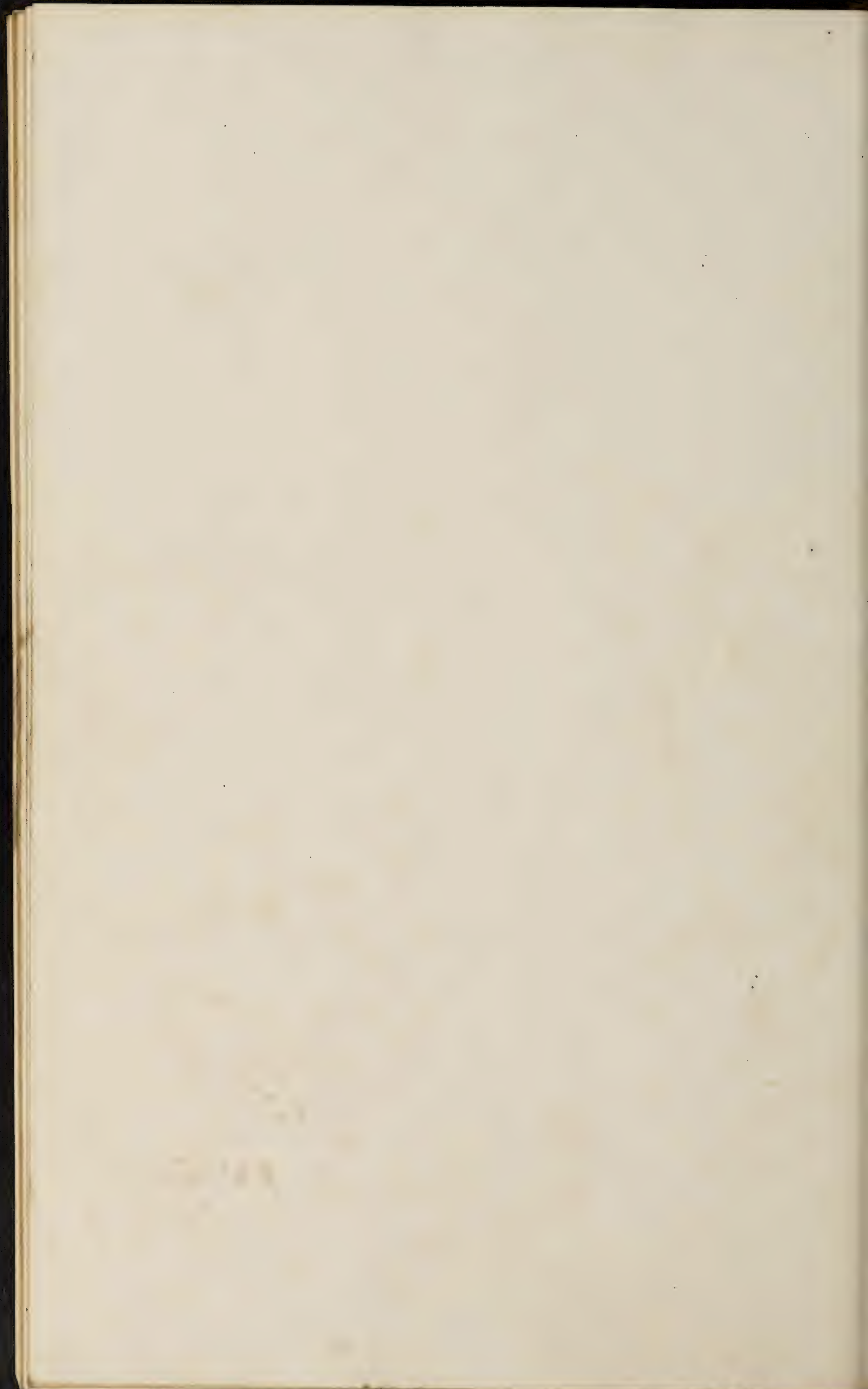


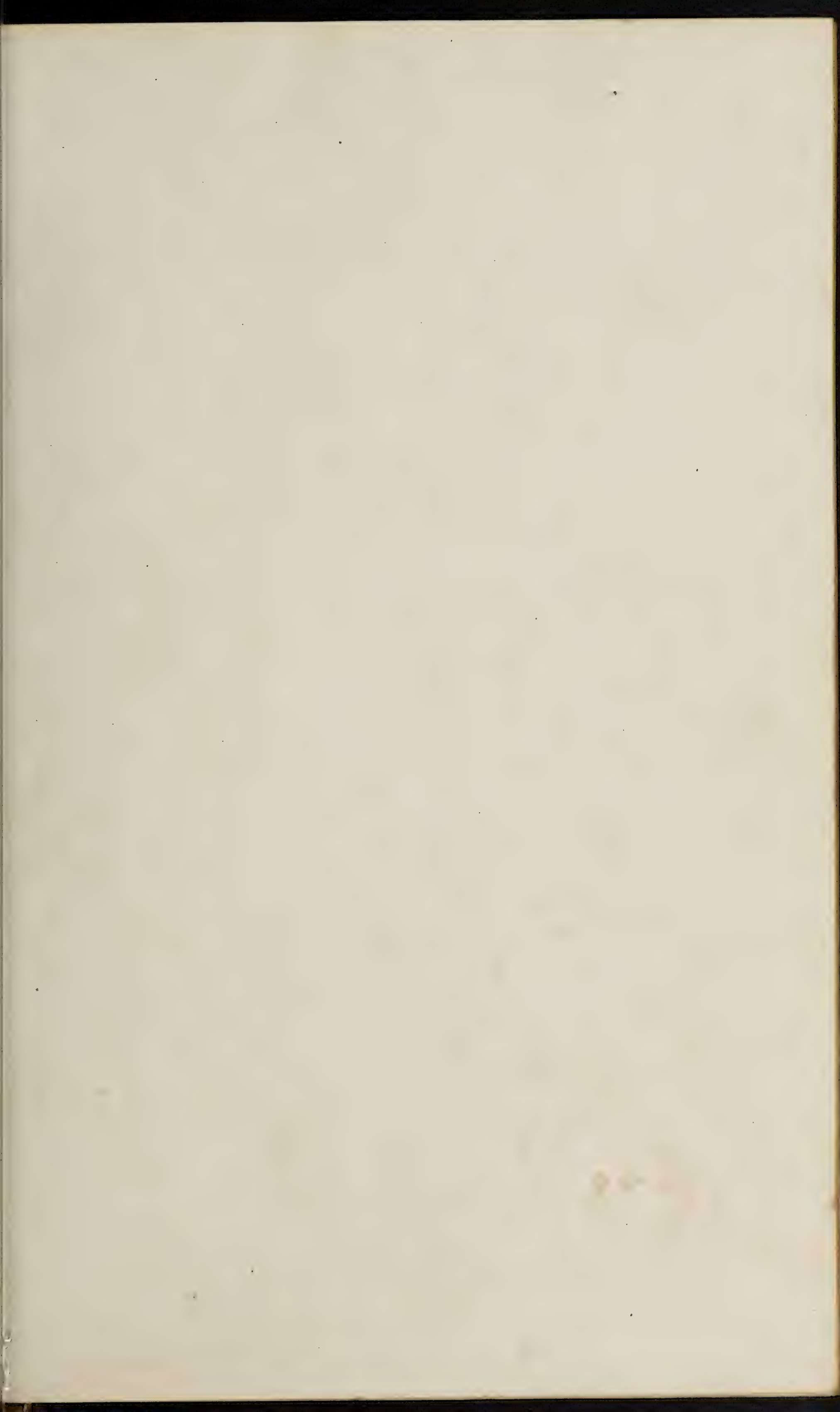








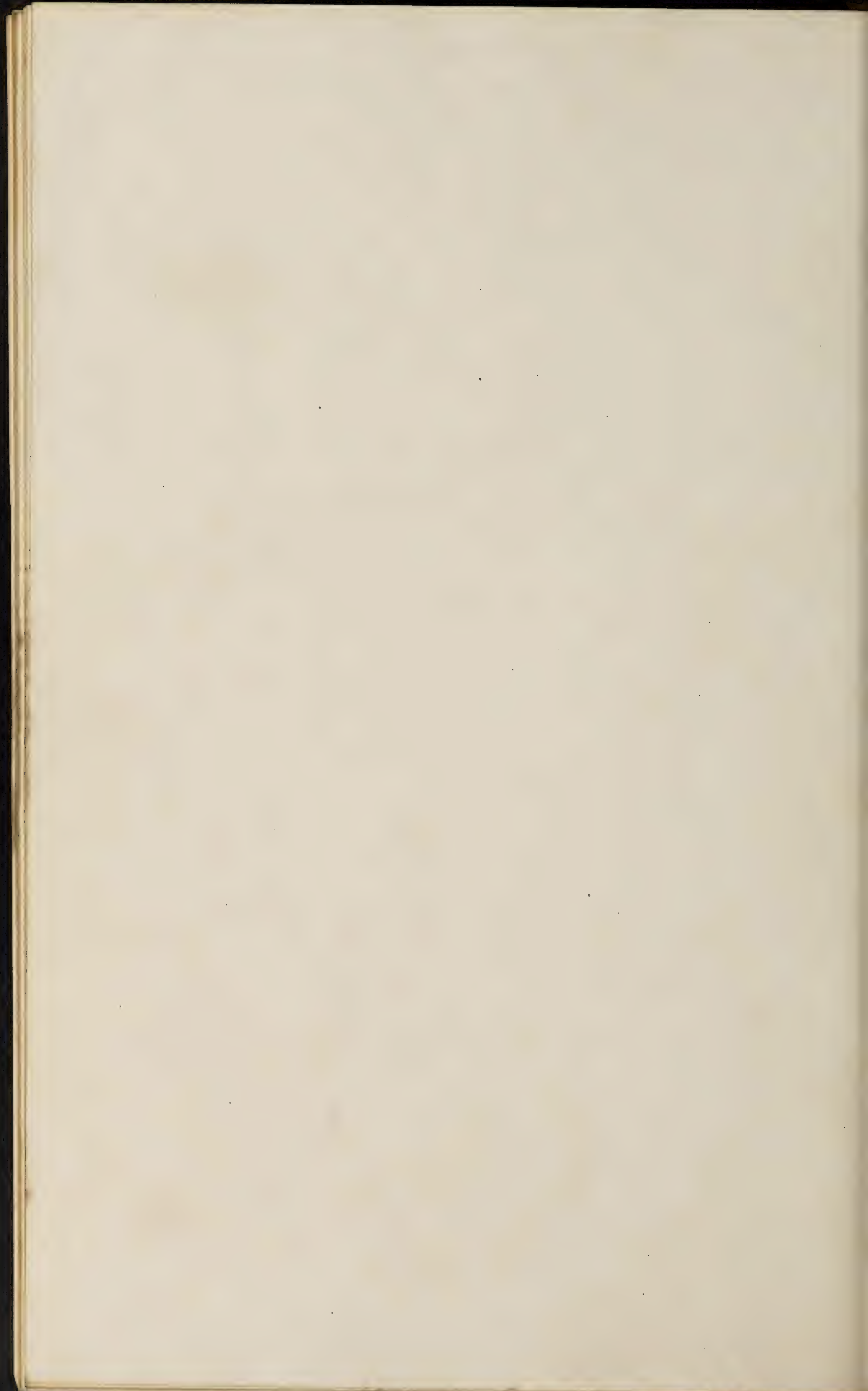


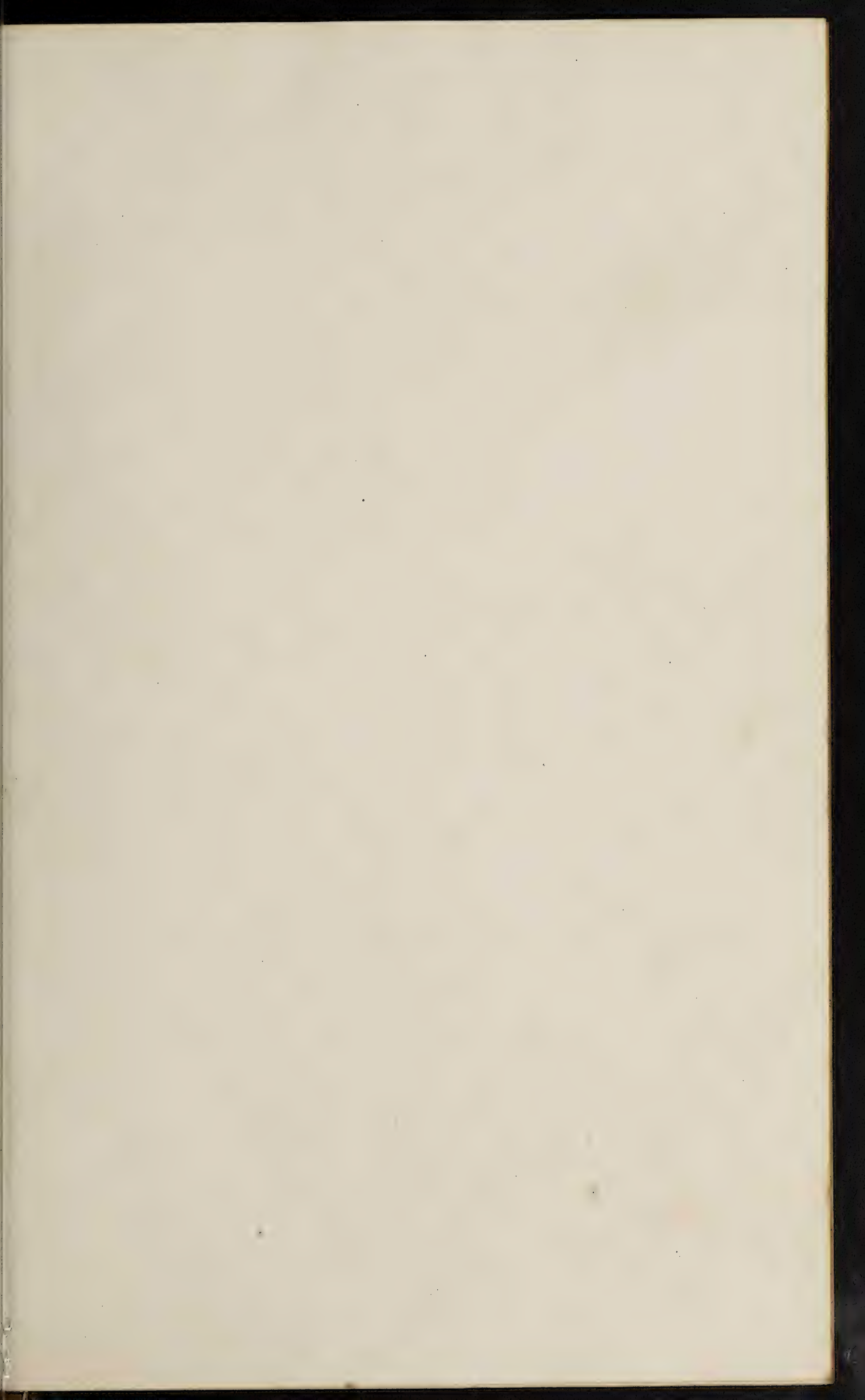


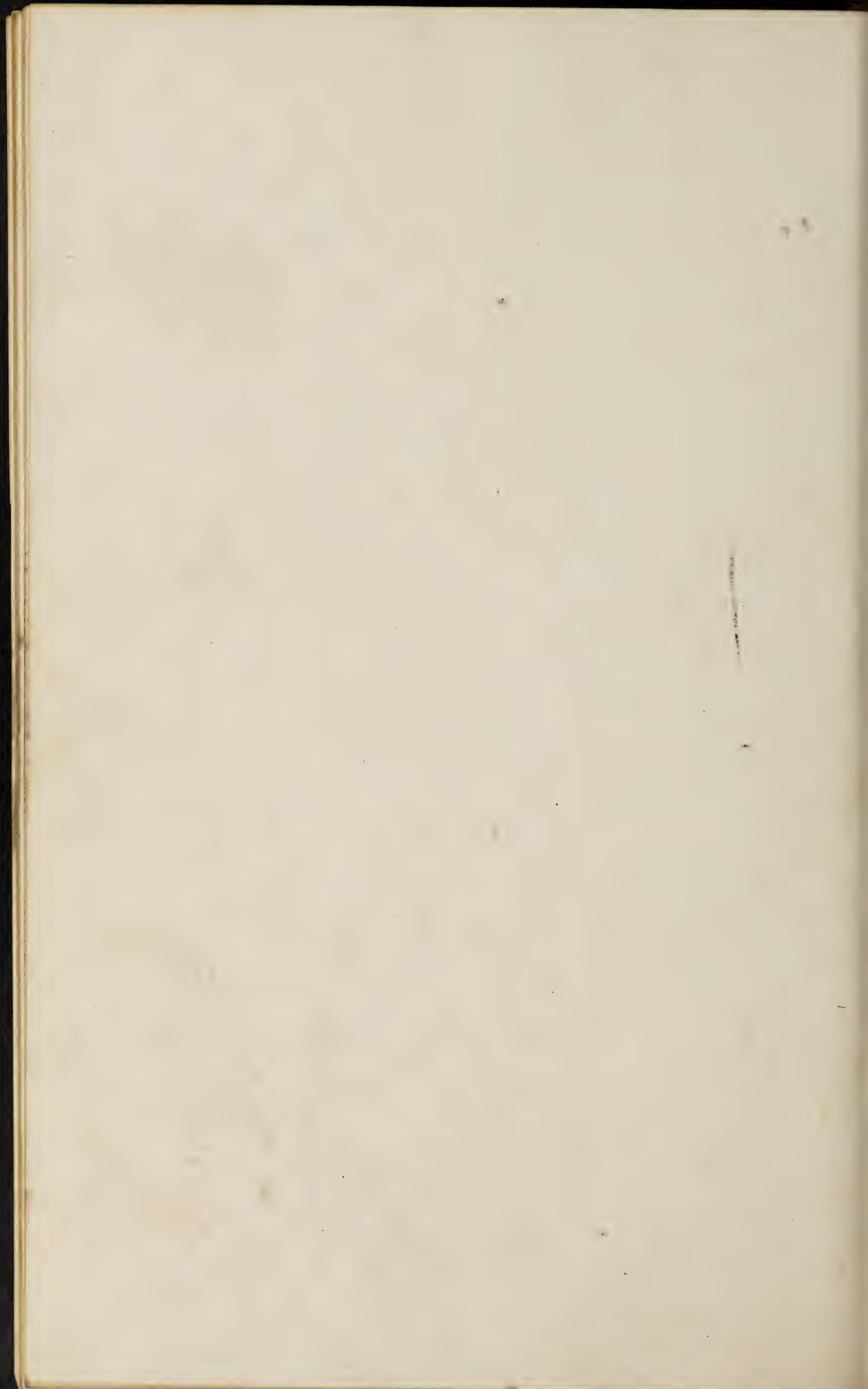
George A. Brumman Dr.

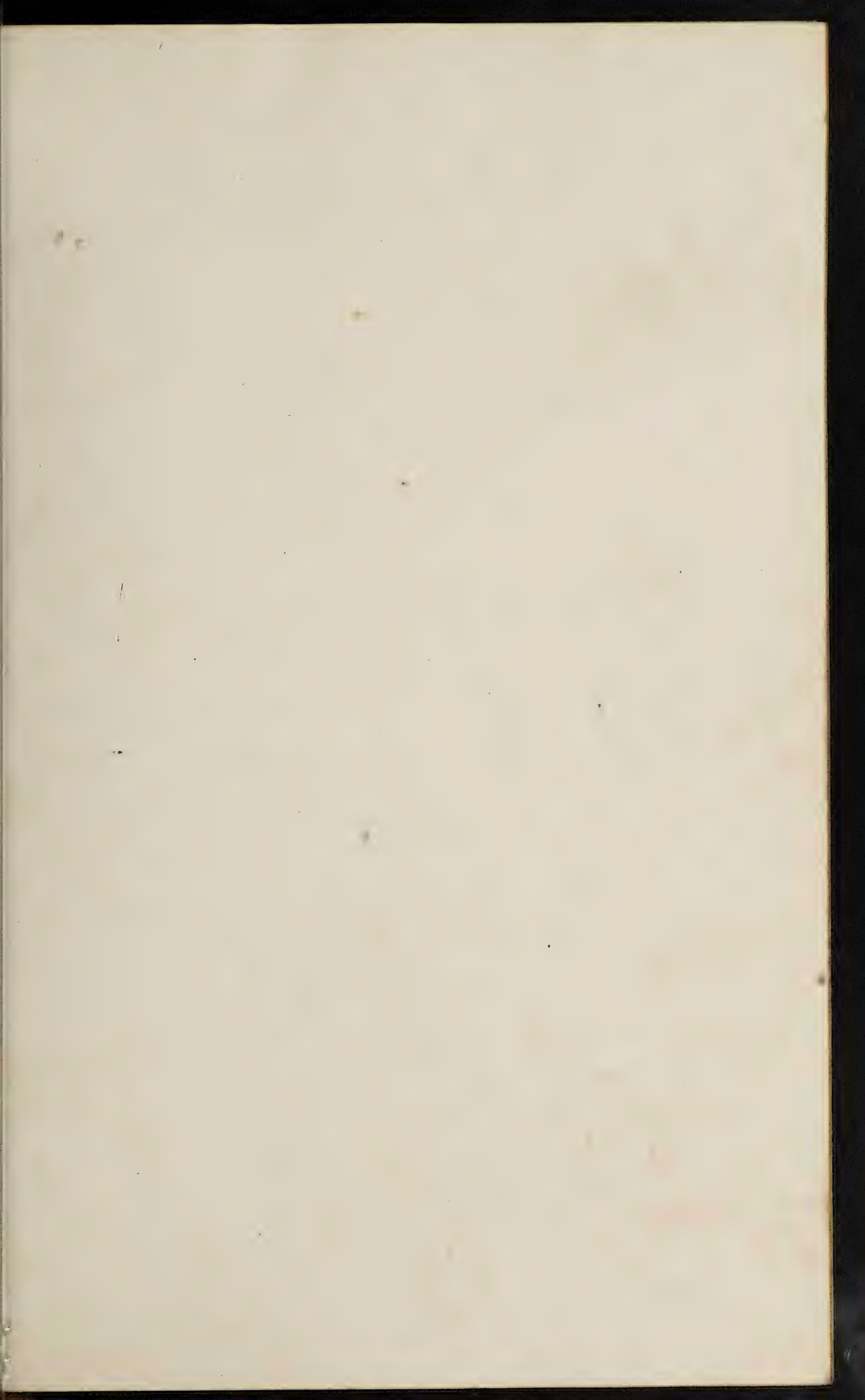
Ship & Seamen and owners. Salcahuam.

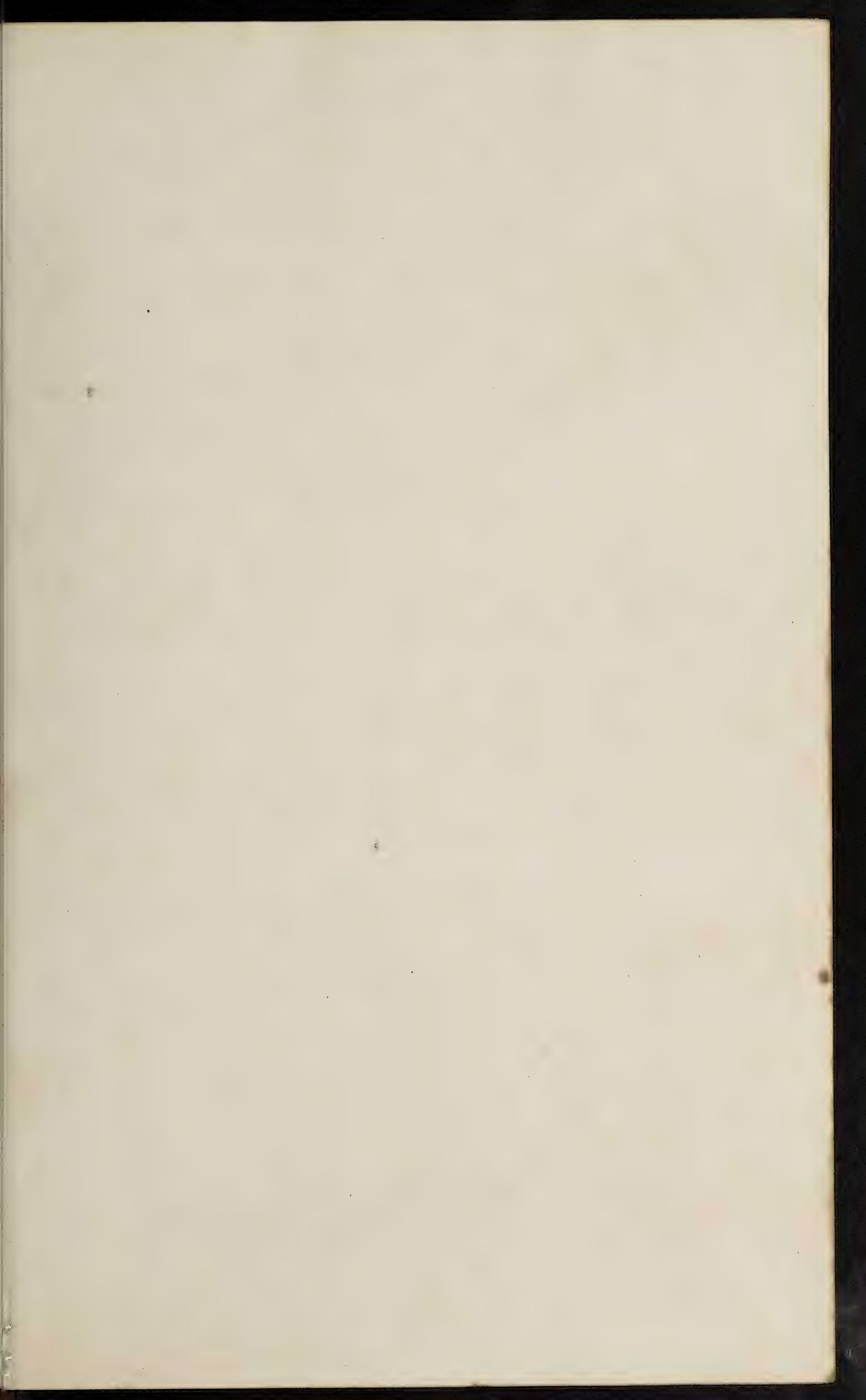
March	14th	1857.	Cash	\$ 4.	31
=	16th	=	=	4	31
=	17th	=	=	2	15
=	21st	=	=	4	31
=	21st	Postage on 2 lbs Yellow		1	20
=	30th	= one =			40
May	20th	= = Day =			99
Nov	1st	= Eight =			62
=	17th	4 yds Blue Cloth		2	00
Dec	4th	1857 Cash		2	00
=	22	6 pounds of Tobacco		3	00
March	10th	1857 Cash		4	00
=	15th	= Postage on		1	11
=	29th	= 1 pair of Shoes		2	00
July	10th	= 20 pounds of Tobacco		1	00
=	17th	= 20 pair of Shoes		4	00

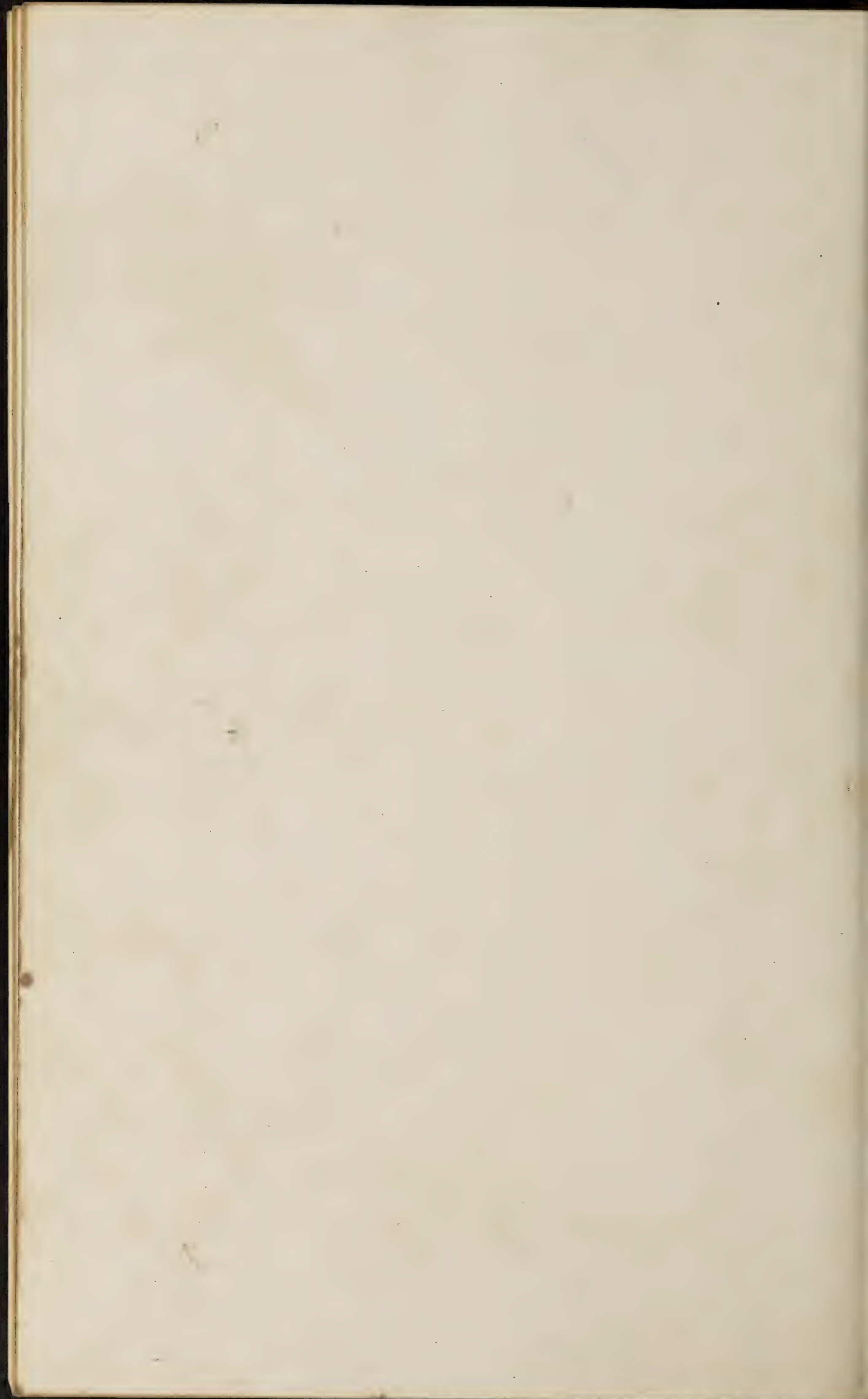












Whales seen by the *Washingtons*. when and where
September 22nd 1860 saw Sperm Whales in the Lat $35^{\circ}25'$ Long $42^{\circ}35'$

November 19th 1860 = = Whales Lat $25^{\circ}34'$ Long $25^{\circ}45'$
raised by Fred

December 21, 1860 = Right Whales in the Lat $36.40'$ Long 113°
raised by Taylor

January 1st 1861 = Sperm Whales Lat $36.00'$ Long 123.6
raised by Fred

January 13th 1861 Sperm Whales = by Johnson Lat $41.11'$ South
January 14th 1861 S. W. = Lat $41.11'$ Long $27^{\circ}49'$ East

April 7th 1861, S. W. in the Latitude
raised by Mr Hamblen Longitude

April 17th 1861. saw the *Washington* take a Sperm Whale Lat $27^{\circ}35'$
Longitude $107^{\circ}25'$ E

April 29th 1861. saw the *Washington* take a Whale Lat $26^{\circ}46'$
June 17th saw S. W. Lat 22° Long $109^{\circ}11'$ E
raised by Capt Marble Longitude $112^{\circ}33'$ East

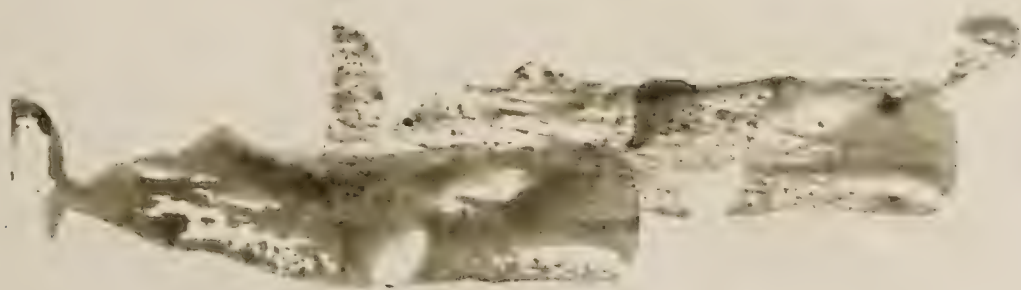
July 18th saw S. W. Lat $31.25'$ S. Long $112^{\circ}46'$ E
raised by Billy the Native

September 21st 1861 saw Sperm Whales in the Latitude $23^{\circ}12'$
raised by Billy the Native Longitude $104^{\circ}37'$ East

September 29th 1861 saw Sperm Whales Latitude
raised by Charles the Boatsteerer

September 30th 1861 saw Sperm Whales Latitude
raised by

October 1st 1861 saw Sperm Whales Latitude
raised by





Hand Capt. H. H. H.

George L. Bowman Dr to Bark Arrowheads & Owners
since leaving the port of New Bedford September 1860 \$, cts
Vase March 1861 Cash \$ 3 00
= = 12 = = 2 00

April 24th to 8 eight-pounds of oil soap
May 14th 1861 to 6 yards of D. Jennings 14th yard
September 10th. Cash 3 00
Postage on Five Letters 3 Letters 3 1/2 Letters 1 87 1/2

My account up to this time has been against the Captain
instead of against the Ship & Owners. Sept 30th 1861

My account ^{in Dr to} against the Bark Arrowheads & Owners
Freemantle November 22nd 1861 to Three dollars \$ 3 00
November 30th 1861, to one swinging & camp

Letters received during this voyage from whom and when
Henry J. Bowman. received in. Vase February 23rd 1861. dated Dec 12th 1860
"Henry J. Bowman. = March 1861. Ship's return dated April 15th 1861
Anjier September 9th 1861 received three letters from viz
Henry J. Bowman. dated April 14th 1861 30th E. Bowman. dated June 7th 1861
J. W. R. King dated. May 1st 1861

Letters sent home during this voyage, and to whom
Helen I Bowman No 1. wrote October 14th 1860 No 2. Feb 27th 1861
Mailed in Vasse March 11th, No 3. wrote June 9, 1861 and sent to Angier
by the Draco. No 4. wrote August 29th and sent to Angier
No 5. wrote November 23, 1861 sent from Fremantle
No 6. wrote January 24th 1862, sent from St Helena

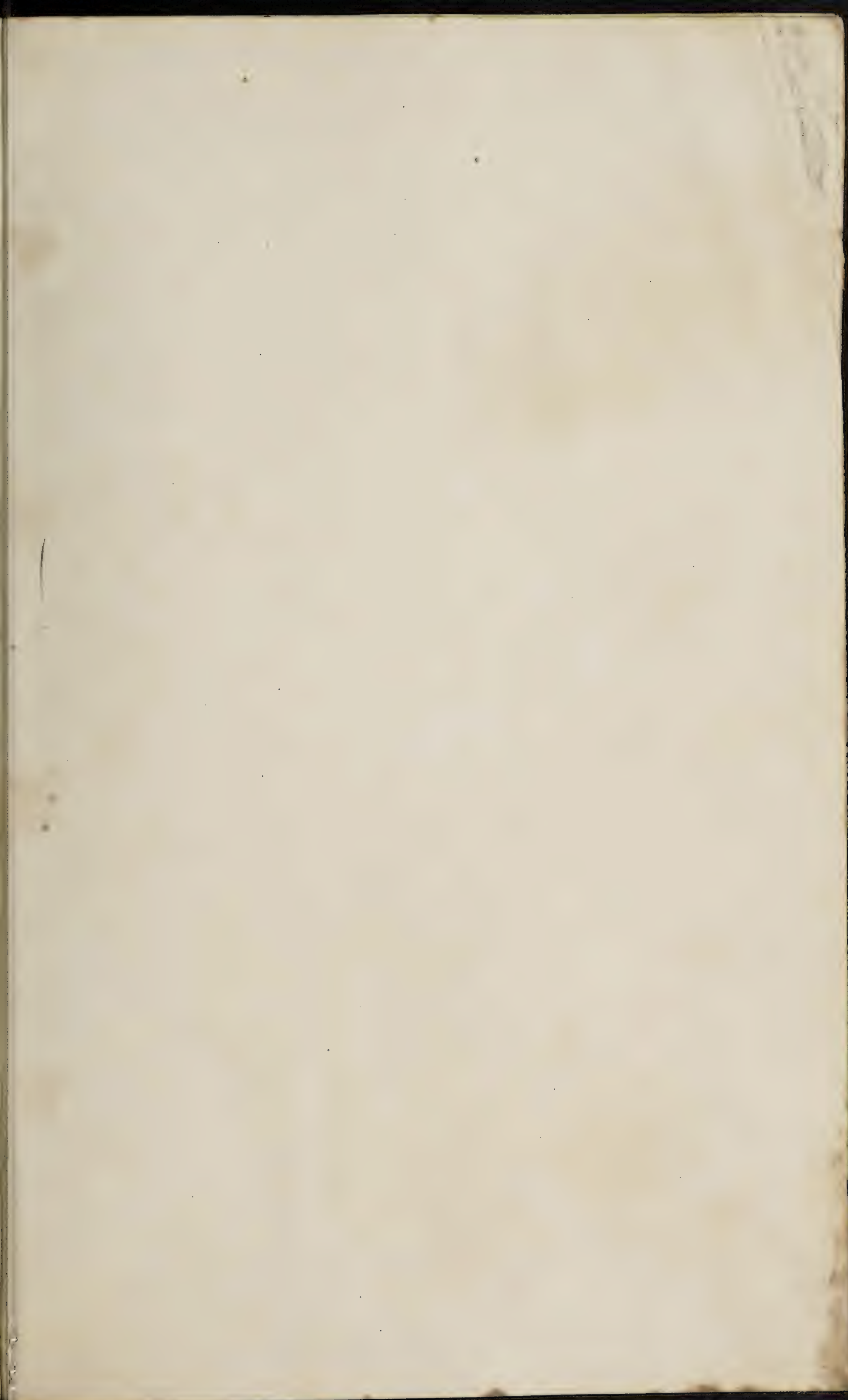
Huldah I Bowman No 1. wrote September 1860
No 2. dated February 24th 1861. Mailed in Vasse. March 11th No 3
dated Sept 15th 1861 and sent to Angier by Bark Sarah Snow
No 4. wrote September 11th Mailed in Angier Sept 12. No 5. wrote
October 29th November 10th 1861 Mailed in Vasse

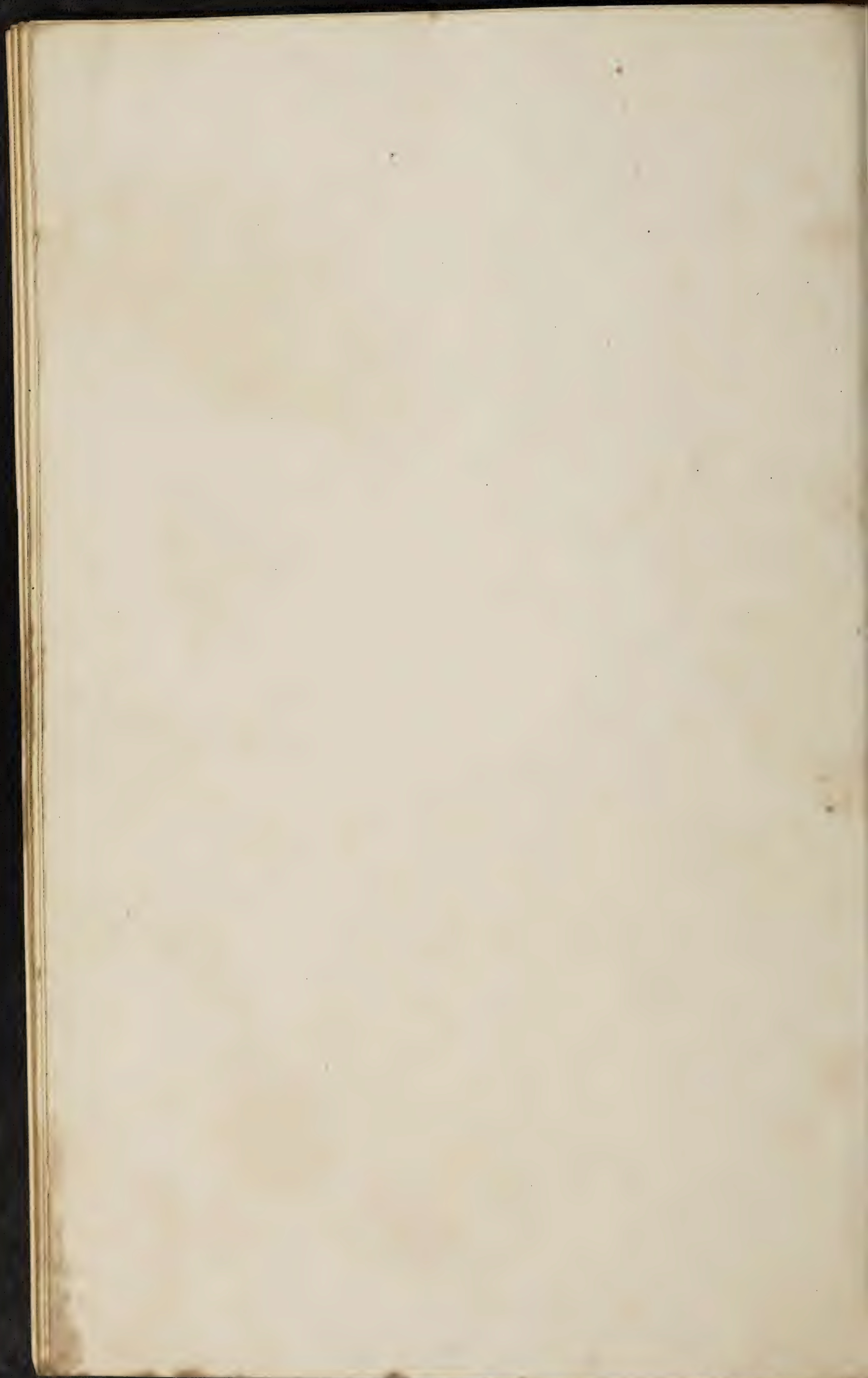
Clara F. Jones No 1. No 2. No 3. wrote in September 1861,
No 4. dated March 3rd & 9th 1861 and Mailed at Vasse, March 11th
No 5. wrote June 9th 1861 and sent to Angier by Bark Draco

Letter from him the 20th and to whom sent data
J. H. R. Wing wrote March 7th 1861. Mailed in Mass March 11th 1861

Robert & Elizabeth Robinson ^{March 10th} mailed in Mass.
told March 11th & 14th 1861

Harry Landers ^{wrote} about May 9th 1861 set to Amjier by
the bark Draco





[Faint handwritten notes, possibly bleed-through from the reverse side.]

Dr. A. H. Foster
127, West Street
Boston

9 3

1873

